DEPARTMENT OF THE NAVY
FLEET AREA CONTROL AND SURVEILLANCE
FACILITY, VIRGINIA CAPES
601 OCEANA BLVD
VIRGINIA BEACH, VA 23460-2283

IN REPLY REFER TO:
FACSFACVACAPESINST 3120.1J
2 JAN 2001

FACSFAC VACAPES INSTRUCTION 3120.1J

Subj: MANUAL FOR THE UTILIZATION OF FLEET AREA CONTROL AND SURVEILLANCE FACILITY, VIRGINIA CAPES OPERATING AREAS (FACSFAC VACAPES OPERATIONS MANUAL)

Ref: (a) FACSFACVACAPESINST C8800.1 (series)
(b) CINCLANTFLTINST 3120.26 (series)
(c) COMNAVAIRLANTINST 5450.6 (series)
(d) COMNAVAIRLANTINST 3100.1 (series)
(e) COMNAVAIRLANTINST 8840.1 (series)
(f) CJCSI 6232.0-1A
(g) CNO 062110Z JAN 98
(h) CINCLANTFLT 182140Z MAY 98

1. Purpose. To provide a single source, up-to-date information and procedures guide for the use of Fleet Area Control and Surveillance Facility, Virginia Capes (FACSFAC VACAPES) Operating Areas (OPAREAs), Special Use Airspace (SUA) and services.

2. Cancellation. FACSFACVACAPESINST 3120.1H.

3. Discussion. This manual is reissued in its entirety and contains numerous editorial and format changes throughout. Reference (a) supports Chapter IV and is distributed separately.

4. Authority. In accordance with references (b) through (h), FACSFAC VACAPES coordinates services and operations, makes area assignments, schedules land targets, ensures promulgation of firing notices, issues weekly target and OPAREA schedules, and prescribes necessary additional regulations governing matters within its area of responsibility.

5. Action. All users of FACSFAC VACAPES OPAREAs shall observe the procedures and restrictions set forth in this instruction.

6. Review Responsibility. The Operations Officer is responsible for the periodic review and update of this instruction.

A. R. READE

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RECORD OF CHANGES

CHANGE NUMBER	DATE OF CHANGE	DATE ENTERED	SIGNATURE OF PERSON ENTERING CHANGE

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CHAPTER I
GENERAL PROCEDURES

101. GENERAL INFORMATION. Fleet Area Control and Surveillance Facility (FACSFAC VACAPES) is located in Building 3030 on Oceana Boulevard north of the main gate of NAS Oceana.

Mailing Address: (SNDL 26 JJ 1)

Commanding Officer
Fleet Area Control and Surveillance Facility,
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601 Oceana Boulevard
Virginia Beach, Virginia 23460-2283

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Fax: 433-1266
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Office codes:		
	CO	N00
	XO	N01
	CMC	N02
	ADMIN	N1
	OPS	N3
	ATC	N31
	OI	N32
	SCHEDULES	N7
	MAINTENANCE	N4
	AIRSPACE	N5

Radio Call Sign: GIANTKILLER

101.1. FACSFAC VACAPES OPERATING AREAS. FACSFAC VACAPES has cognizance over the following areas:

a. Operating Areas (OPAREAs) (surface and subsurface)

(1) Narragansett Bay (NBOA): Areas 1 through 28.

(2) Atlantic City (ACOA): Areas 1 through 14.

(3) VACAPES (VCOA): Areas 1-13, 44-50, 1A-3E and Danger Area (D-334.390).

(4) Cherry Point (CPOA): Areas 1 through 23.

b. Warning Areas (airspace). W-50, W-72, W-105, W-106, W-107, W-110, W-122, W-386 and W-387.

c. Restricted Areas

(1) R-5301 Harvey Point

(2) R-5302 Palmetto Point

(3) R-5313 Stumpy Point

(4) R-5314 Dare County

(5) R-6606 Dam Neck

d. Delegated Airspace

(1) Dare Corridor

(2) Pamlico Shelf

e. Inland Flight Areas

(1) Military Operations Areas (MOAs)

(a) Pamlico A and Pamlico B

(b) Stumpy Point

(2) Hatteras Bravo (HATT B) Air Traffic Control Assigned Airspace (ATCAA)

f. Tactical Aircrew Combat Training Systems (TACTS) Range. The TACTS Range is located in the southwestern portion of W-72 and is used for air combat maneuvering (ACM). The TACTS range air space consists of the following points:

AIR-2A/2B(Secondary TACTS) and AIR-3A/3B(Primary TACTS)

TACTS RANGE AIR-2A/2B/3A/3B 5,000 MSL TO UNLIMITED

AIR-2A 5,000 MSL TO UNLIMITED (Secondary TACTS Range)
36°30'30"N/075°30'00"W TO
36°24'33"N/075°00'00"W TO
36°02'37"N/075°00'00"W TO
36°14'00"N/075°30'00"W TO BEGINNING POINT

AIR-2B 5,000 MSL TO UNLIMITED (Secondary TACTS Range)
36°24'33"N/075°00'00"W TO
36°18'27"N/074°30'00"W TO
35°51'03"N/074°30'00"W TO
36°02'37"N/075°00'00"W TO BEGINNING POINT

AIR-3A 5,000 MSL TO UNLIMITED (Primary TACTS Range)
36°12'00"N/075°30'00"W TO
36°00'37"N/075°00'00"W TO
35°32'56"N/075°00'00"W TO
35°43'25"N/075°14'15"W TO
35°54'50"N/075°30'00"W TO BEGINNING POINT

AIR-3B 5,000 MSL TO UNLIMITED (Primary TACTS Range)
36°00'37"N/075°00'00"W TO
35°49'03"N/074°30'00"W TO
35°10'36"N/074°30'00"W TO
35°32'56"N/075°00'00"W TO BEGINNING POINT

Effective altitudes are from 5,000 feet to unlimited. TACTS flights are tracked by computerized equipment located at NAS Oceana which receives inputs from remote sites adjacent to the range. Commander, Fighter Wing Atlantic (COMFITWINGLANT) schedules the range. When not scheduled by COMFITWINGLANT the range is available for concurrent use on a real time basis from FACSFAC VACAPES.

g. Anchor Air Refueling Track AR-636. Flight Information Publication (FLIP) published air-refueling track located east of 074°50'00"W in W-387, FL200-290. Scheduled by First Fighter Wing (1FW), Langley Air Force Base (AFB), VA.

101.2. UNDERSEA WARFARE (USW) INVESTIGATIVE FORCES. It is possible that unidentified or hostile submarines will be reported within the OPAREAs. In accordance with reference (b), if this occurs all units shall be moved and exercises and events shall be canceled while Undersea Warfare (USW) investigative forces are in the area of concern.

101.3. ACTIVE DRUG INTERDICTION. An aircraft participating in active drug interdiction shall have priority over all operations except a Search and Rescue (SAR) in the rescue phase, a medical evacuation (MEDEVAC) or an active USW investigation.

101.4. SEARCH AND RESCUE MISSIONS (SAR). FACSFAC VACAPES shall be kept informed of all activities within its areas of responsibility (AOR) in order to clear the area required by SAR missions. SAR, USW surveillance and USW investigations have equal priority. FACSFAC VACAPES will coordinate with Commander-in-Chief Atlantic Fleet (CINCLANTFLT) Duty Officer when requesting ships to assist in a SAR evolution. The decision to participate rests with the unit Commanding Officer or his operational chain of command.

101.5. ATLANTIC FLEET OPAREA TACTICAL DATA SYSTEMS (TDS) LINK. In accordance with CINCLANTFLTINST C3560.1 (Series), Fleet TDS ships and aircraft shall participate in the Atlantic Fleet (LANTFLT) OPAREA TDS Link with FACSFAC VACAPES when operating within the boundaries of the FACSFAC VACAPES OPAREAs. FACSFAC VACAPES is able to provide 24 hour High Frequency (HF) LINK 11 services to all capable units. While participating in battle group link operations within FACSFAC VACAPES OPAREAS, TDS ships are exempt from requirements of establishing LINK 11 with FACSFAC VACAPES unless desired by the battle group. FACSFAC VACAPES promulgates a quarterly Operational Tasking (OPTASK) LINK. See chapter VIII for JTIDS/LINK-16 operations.

102. GENERAL REGULATIONS. All range safety precautions and regulations contained in reference (b) shall apply in the OPAREAs. FACSFAC VACAPES imposes some additional safety requirements, which may be waived by the FACSFAC VACAPES Commanding Officer as the situation dictates.

102.1. AREA CLEARANCE. The following general rules apply to area clearances within FACSFAC VACAPES OPAREAs:

a. The dropping of any ordnance, live or inert, or live fire is considered a hazardous event. All hazardous or exclusive operations and exercises conducted in FACSFAC VACAPES OPAREAs require clearance from FACSFAC VACAPES. The firing or dropping of ordnance must be scheduled with FACSFAC VACAPES. Firing exercises are not authorized without prior FACSFAC VACAPES approval. Small arms (munitions .50 caliber and under) qualifications on ships do not require FACSFAC VACAPES approval. The unit conducting small arms fire is responsible for clearing their area.

b. Non-hazardous/concurrent air, surface and subsurface operations such as Independent Steaming Exercise (ISE) transits, navigation drills, Deck Landing Qualifications (DLQ), helicopter operations, etc., do not require a specific clearance/message request. Flare drops are considered a non-hazardous event but all airborne/surface units must contact FACSFAC VACAPES PRIOR TO dropping flares to prevent errant SAR reporting. Although not required, it is highly recommended that all aircraft schedule their events for concurrent air operations with FACSFAC VACAPES prior to entering the Warning Area.

NOTE: It is the responsibility of individual units and/or group Officer in Tactical Command (OTC)/Officer Conducting Exercise (OCE) to remain clear of HOT and exclusive areas.

c. Clearance for a surface area does not include the airspace above or the subsurface below. Airspace assignment does

not include the surface below. Specific subsurface clearance is required for any subsurface operation.

102.2. AREA ASSIGNMENT TIMES. Times for events listed in the FACSFAC VACAPES Operations Schedule (OPSKED) are in ZULU time. Hazardous or exclusive events require a minimum of 72 hours prior notification to FACSFAC VACAPES with the exception of Surface Grids 7CD, 8CD(surface to FL200) and Surface Area 3B (surface to 4000 feet) in the VCOA. These areas have a 24 hour standing NOTMAR and can be near/real time scheduled. Contact GIANTKILLER via radio-telephone or call the Area Coordinator at (757)433-1320 or DSN 433-1320.

102.3. OFFICER CONDUCTING EXERCISE (OCE) RANGE RESPONSIBILITIES

a. For all operations, the ultimate responsibility for the safe conduct of the exercise rests with the OCE. Local control of each operation is vested in the OCE.

b. An OCE shall be designated for all multiple unit exercises. For single unit exercises the OCE shall be the unit conducting the exercise. For air operations, the OCE may delegate responsibility to an airborne observer. The observer shall be so identified in the Letter of Instruction (LOI) or Pre-Exercise (PRE-EX) message.

c. In the event two or more exercise participants are utilizing the same servicing unit, the OCE shall coordinate utilization of the service.

d. All exercises shall be conducted in accordance with established operating procedures and safety criteria.

e. Exercises shall be conducted only in assigned areas. The OCE must ensure any unit providing a service remains within the assigned area. The OCE is responsible for requesting airspace/surface OPAREAs for the servicing unit.

f. The OCE shall ensure all exercise units operating in the FACSFAC VACAPES OPAREAs maintain a continuous guard on the FACSFAC VACAPES HF coordination net, area UHF frequencies or Guard frequencies.

g. All units conducting firing or other hazardous activity shall ensure compliance with Section 8, Chapter 1 of reference (b) and all Fleet Exercise Publications (FXP). FACSFAC VACAPES shall promulgate Notices to Mariners (NOTMARs) as applicable. The OCE shall permit firing or jettisoning of aerial targets only when the area is confirmed to be clear of nonparticipating units, both civilian and military. Due to the density of pleasure/

fishing craft in the vicinity of D-334.390 (36°46'00"N, 075°56'00"W), special vigilance should be exercised by the OCE and all firing exercise participants to ensure the range is clear.

h. The OCE shall exercise particular caution in the vicinity of known fishing areas, including the area bounded by the following:

37°00'00"N, 075°22'00"W;
36°36'00"N, 075°18'00"W;
36°51'00"N, 075°55'00"W;
37°32'00"N, 075°25'00"W;
36°46'00"N, 075°47'00"W.

i. Surface gunnery pacfires will normally be scheduled in the following areas: Areas 7C/D and 8C/D within/beneath W-386, surface-5,000 feet and Area 3B within/beneath W-72A (AIR-3B), surface-4,000 feet. Other areas are available upon request.

103. COMMUNICATIONS. Communications procedures established in this chapter are essential for efficient and safe operations within FACSFAC VACAPES OPAREAs and shall be adhered to by all units.

103.1. COMMUNICATION OF VITAL INFORMATION. All units operating in the FACSFAC VACAPES OPAREAs shall maintain positive two-way communications with FACSFAC VACAPES. Tactical call sign for FACSFAC VACAPES is GIANTKILLER.

a. Instructions for reporting of vital information are contained in NWP 3-50.22, NWP-1-03.1, NWP 3-22.5 SAR TAC, Joint Pub 3-50.1 Vol. I and II) and Allied Tactical Publication (ATP-1C) (Vol. I).

b. SAR communications are in accordance with NWP 3-50.22 and NWP 3-22.5 SAR TAC.

103.2. MOVEMENT REPORTS (MOVEREPS). MOVEREPS shall not be considered a request for clearance within FACSFAC VACAPES OPAREAS, and are not required by FACSFAC VACAPES.

103.3. OPERATIONAL ORDERS (OPORDERS). Although OPORDERS are desired by FACSFAC VACAPES, they are not considered requests for clearance to operate in FACSFAC VACAPES OPAREAs.

103.4. FACSFAC VACAPES RADIO COMMUNICATIONS. FACSFAC VACAPES is the Net Control Station for VACAPES OPAREAs and continuously guards the following circuits: Primary HF Coordination 6227 KHz (Window), Primary Link Coordination 8967 KHz (Window) and Fleet

Satellite High Communications (SATHICOMM). Refer to the current Operational Tasking Link Message (OPTASKLINK) for possible reassignment of frequencies. Units operating in FACSFAC VACAPES OPAREAs shall adhere to the following procedures:

a. Live firing/hazardous exercise communication requirements. Situations do occur that preclude a unit from conducting a scheduled live firing event (MEDEVAC/SAR). In the event that this happens, FACSFAC VACAPES will make every attempt to contact the unit on frequencies listed in paragraph 103.4. All units conducting hazardous events are to ensure they are guarding these designated frequencies. Permission to fire or to conduct any hazardous event is granted to the Commanding Officer of the unit conducting the event providing all safety requirements have been met, a NOTMAR for the area has been issued and the event was exclusively scheduled as a Hot Event by FACSFAC VACAPES.

b. Daily changing call signs from AMSH-1707 series shall be used on FACSFAC VACAPES radio circuits, except for aircraft on routine missions which are in communication with FACSFAC VACAPES.

c. Authentications shall be made using AMSA 1800 series authentication tables. Encryption shall be made using AMSC 608 or AMSC 622, as appropriate.

103.5. COMMUNICATIONS PROCEDURES FOR EXERCISES INVOLVING AIRCRAFT. The following procedures apply to all operations and exercises conducted within the FACSFAC VACAPES OPAREAs involving aircraft:

a. Aircraft exercise frequencies are assigned in the FACSFAC VACAPES OPSKED for events which FACSFAC VACAPES provides commercial aircraft or range control services.

b. If a delay is anticipated in the arrival of an assigned service or if the service is canceled, the command providing the service shall notify FACSFAC VACAPES. FACSFAC VACAPES shall notify the unit receiving the service by voice or message.

c. All aircraft enroute to the OPAREAs shall inform FACSFAC VACAPES of event number, working area and working unit. Aircraft working with Military Radar Units (MRU) and/or Airborne Radar Units (ARU) shall inform FACSFAC VACAPES on check-in. Aircraft working self-contained will be switched to their working frequency once in the area. All aircraft are required to continuously monitor UHF/VHF Guard.

d. Aircraft cleared into FACSFAC VACAPES OPAREAs to conduct operations with ships will be under FACSFAC VACAPES control until

in communication with, or in sight of, the ship. At that time a shift to the ship's control frequency will be approved with instructions to contact FACSFAC VACAPES if communications with the ship cannot be established or are lost and not re-established during the operation and/or upon completion of the operation.

e. Surface units conducting air operations in FACSFAC VACAPES OPAREAS shall contact FACSFAC VACAPES on HF 4373.4 KHZ/4372 KHZ(Window) or International Maritime Satellite (INMARSAT)/telephone(POTS) (757)433-1230 thirty (30) minutes prior to commencing and upon completion of flight operations.

f. Aircraft carriers shall provide FACSFAC VACAPES with a 30 minute notification in order to activate requested airspace and their scheduled LPOD time. FACSFAC VACAPES will turn Warning Area airspace over to the FAA 30 minutes after LPOD. If airspace is required beyond scheduled LPOD, contact FACSFAC VACAPES.

g. All MRU/ARUs shall provide FACSFAC VACAPES with a five minute notification prior to the scheduled event time in order to complete airspace briefing and correlation check.

h. Continuous radar service is available. The following FACSFAC VACAPES frequencies are monitored in the indicated Warning Area:

(1) W-72, W-50

Check in/out	
233.7	(Primary)
118.125	(Primary)
271.5	(Secondary)

W-72 Common Area Frequencies:

AIR-1A/B	357.8
AIR-1C/D/E/F	289.9
AIR-2C/D/E/F	361.3
AIR-3C/D/E	271.5

(2) W-386, W-387

Check in/out		
249.8	(Primary)	in Air A-C
238.1	(Primary)	in Air D-K
118.125	(Primary)	
350.0	(Secondary)	

W-386 Common Area Frequencies:

AIR-A THROUGH F	312.3
AIR-G THROUGH J	350.0
AIR-K	346.6
W-387	350.0

(3) W-122, W-110, HATT B

Check in/out	
251.6	(Primary)
135.875	(Primary)
310.1	(Secondary)

W-122 Common Area Frequency: 337.225

(4) W-105, W-106

Check in/out	
338.1	(Primary)
135.225	(Primary)
305.0	(Secondary)

W-105/106 Common Area Frequency: 337.225

(5) W-107

Check in/out	
255.0	(Primary)
135.725	(Primary)
312.3	(Secondary)

W-107 Common Area Frequency: 337.225

NOTE: Common area frequency 337.225 MHz is available for aircraft-to-aircraft deconfliction while operating in FACSFAC VACAPES OPAREA W105/W106/W107/W122 only. This frequency is not monitored or recorded by Air Traffic Control.

103.6. AIRCRAFT PENETRATION OF AND OPERATION WITHIN THE ATLANTIC AIR DEFENSE IDENTIFICATION ZONE (ADIZ). Aircraft operating in FACSFAC VACAPES OPAREAs shall:

a. Check in/out with FACSFAC VACAPES on frequencies listed in paragraph 103.5h.

b. Comply with ADIZ procedures as outlined in latest edition of FLIP Enroute Instrument Flight Rules (IFR) Supplement.

104. AIR TRAFFIC CONTROL (ATC) PROCEDURES. FACSFAC VACAPES is an ATC Facility. Standard ATC procedures and coordination apply. Aircraft proceeding into FACSFAC VACAPES airspace can expect positive control and communications transfer to FACSFAC VACAPES (Call sign: GIANTKILLER) from adjacent air traffic control facilities. Letters of Agreement (LOA) have been effected with adjacent ATC facilities and MRUs to provide for positive air traffic control and coordination. Compliance with ATC

instructions issued by FACSFAC VACAPES is mandatory unless the pilot invokes his emergency authority.

a. On initial check-in, pilots are to provide aircraft call sign, number in flight and event number. Entry into the OPAREA may be delayed or disapproved without an event number assigned by FACSFAC VACAPES.

b. Pilots shall contact FACSFAC VACAPES Air Traffic Controllers five minutes prior to completion of mission/event for flight plan activation and Air Traffic Control coordination.

104.1. FLIGHT PROCEDURES

a. Routing. Flights to/from FACSFAC VACAPES airspace shall proceed via approved stereotype routes, pre-briefed special military operations, International Civil Aviation Organization (ICAO) flight plans or appropriate flight plans in accordance with the Department of Defense (DOD) FLIP Planning Document.

b. Interrogation Friend or Foe (IFF) Equipment. Aircraft in FACSFAC VACAPES airspace shall SQUAWK MODES II, III and IV, where applicable at all times. FACSFAC VACAPES is capable of conducting MODE IV checks with aircraft in the vicinity of W-72 and W-386. Within 80 NM of NAS OCEANA, aircraft desiring a MODE IV check should contact FACSFAC VACAPES on 289.9 MHz (primary) or 361.3 MHz (secondary) with call sign, range and bearing from Oceana Tactical Air Navigation (TACAN) beacon. MODE III Codes shall be as assigned by the controlling agency and shall not be changed unless directed by the Air Traffic Controller. Aircraft operating in the Warning Areas which have not been assigned a discrete MODE III Code and are not under the control of a military or FAA Facility, shall squawk Code (4000). Aircraft that expect to operate in FACSFAC VACAPES airspace without a functioning transponder, shall coordinate each flight prior to take off to obtain permission to conduct no IFF operations in FACSFAC VACAPES airspace. Aircraft that experience a transponder failure in flight may be denied entrance or required to depart the warning area dependent upon traffic volume, weather conditions and mission requirements.

c. Communications and Control. Aircraft operating to/from FACSFAC VACAPES airspace on an IFR Flight Plan shall be handled as described in paragraph 104.

(1) Aircraft operating under Visual Flight Rules (VFR) to/from FACSFAC VACAPES airspace are required to check in/out with FACSFAC VACAPES. Aircraft shall monitor the primary frequency for the warning area in which they are operating, for advisories and containment alerts.

(2) Aircraft shall not operate in FACSFAC VACAPES airspace without an operable two-way air-to-ground radio.

(3) Long range aircraft (P-3/C-130) entering the FACSFAC VACAPES OPAREAs for extended operations are required to issue an operations normal report (OPS NORMAL) every hour while under FACSFAC VACAPES' jurisdiction. All other aircraft, including helicopters, are required to give OPS NORMAL reports every half-hour. Lost communications and possibly SAR procedures shall be initiated if communication requirements are not adhered to. Exceptions to these requirements may be granted for special missions such as USW, SAR and aircraft working under positive control of a surface unit. Pilots requesting exception must provide the controller with a time when communications shall be reestablished. Use of HF is encouraged.

(4) GIANTKILLER is the centralized point of contact for all "Safe-on-Deck" calls for aircraft departing US Naval ships in the VCOA and landing in FACSFAC area of responsibility. All aircraft departing USS ships shall maintain the same call-sign throughout the flight including arrival at final destination. Each aircraft should have a flight plan filed 30 minutes prior to departure from USS ship (Ref. FACSFACVACAPESINST 3120.1J paragraph 104.7C). GIANTKILLER AND SEALORD (FACSFAC JAX) will be working together to keep an active record of aircraft departing from ships to destination airfield. Pilots (including wingmen) should request the destination tower to pass a "Safe-on-Deck" call to GIANTKILLER. Destination stations shall contact GIANTKILLER via telephone at DSN: 433-1230/1231 or COMM:757-433-1230/1231. If emergency aircraft must land at a civilian airfield, the pilot in command shall contact their respective squadron to give a "Safe-on-Deck" call and any other services requested. The squadron shall then contact FACSFAC and pass the "Safe on Deck" time.

d. Navigation. The pilot in command of each aircraft or flight is ultimately responsible for keeping the aircraft within assigned airspace and for compliance with clearances and controller instructions. It is imperative that boundary integrity be maintained at all times. Aircraft and flights failing to comply with this requirement shall be instructed to depart FACSFAC VACAPES airspace.

e. Separation. Aircraft separation by FACSFAC VACAPES within assigned airspace shall normally fall into one or more of the following categories:

(1) Arriving and Departing Aircraft. Successive arrivals and departures are provided positive separation from one another.

(2) Concurrent Use. Airspace assigned jointly to different units within a defined portion of a Warning Area for operations are separated by the principle of "See and Avoid" under Visual Meteorological Conditions (VMC).

(3) Exclusive Use. Airspace within a defined portion of a Warning Area assigned to participating units for a specific event. Separation is provided by exclusion to all nonparticipating units or activities. Exclusive use clearances shall always be designated as such in the FACSFAC VACAPES OPSKED and confirmed prior to operating exclusively.

(4) Instrument Meteorological Conditions (IMC) Operations. Pilots who cannot operate their aircraft VMC while in the OPAREA must immediately advise the controlling agency. An altitude assignment and an Instrument Flight Rules (IFR) clearance to their destination will be provided. The exception to this rule is when the area has been scheduled for exclusive use and the Officer in Charge (OIC) specifically acknowledges full responsibility for safety of flight and aircraft separation.

f. Lost Communications Procedures. Federal Air Regulation (FAR) 91.185 applies in FACSFAC VACAPES airspace in addition to the following procedures:

(1) Inbound. Aircraft proceeding inbound to the Warning Areas who are unable to contact FACSFAC VACAPES shall execute appropriate lost communications procedures and return to base.

(2) Outbound. Aircraft departing the Warning Area who lose communications shall execute appropriate lost communications procedures and proceed via filed route.

g. Altimeter Settings. Aircraft operating above 5,000 feet in the Warning Areas shall set their altimeter to 29.92 inches or 1013.2 millibars.

h. Due to the high density of air operations, air crews are cautioned to maintain a vigilant lookout at all times. All aircraft are required to operate IFF equipment in accordance with North American Aerospace Defense Command (NORAD) Regulation 55-68 and CINCLANTFLTINST 3120.29. Monthly CINCLANTFLTNOTE S3120 delineates appropriate tables in above publications. NORAD Regulation 55-26 provides guidance for conducting ADIZ operations.

NOTE: Extensive Air Intercept Controller (AIC) training is conducted in W-72 north of the 115° radial from the Naval Air Station Oceana (NTU) TACAN.

NOTE: During daylight hours Monday through Friday, units conducting air operations may encounter aircraft dropping sonobuoys.

104.2. Interceptor Operations

a. Active Air Defense interceptor operations shall be conducted in accordance with FAA Handbook Special Military Operations 7610.4 (series) and applicable regulations. These operations shall be conducted under direct authority of CINC NORAD and Regional Sector Air Operations Center (SAOC). i.e. Northeast Air Defense Sector (NEADS) or Southeast Air Defense Sector(SEADS).

b. Intercept Training Activities shall be conducted in accordance with FAA Handbook Special Military Operations 7610.4 (series) and applicable regulations. Under no circumstances, will any unit conduct interceptor training operations on unknown aircraft or on aircraft not part of their event, without proper authorization from CINC NORAD and under direct control provided by a SAOC. Unknown targets within assigned airspace are not to be intercepted without proper authority. Intercept procedures for major exercises, e.g. JTFEX (series), shall be briefed at the pre-exercise Air Coordination Conference.

104.3. MILITARY AIRSPACE BOUNDARY INTEGRITY. The Chief of Naval Operations (CNO) and FACSFAC VACAPES policy on maintaining area boundary integrity for aircraft in OPAREAs is:

a. Aircraft operating independently and commands exercising command and control of aircraft in SUA or ATCAAs are responsible for ensuring that flight operations are conducted within the vertical and horizontal limits of that assigned airspace. This requires a continuing re-assessment of the accuracy of the position of the controlling ship or aircraft, awareness of appropriate aeronautical charts and assignment of buffer airspace as appropriate. It is imperative military air operations be constrained to assigned airspace except in case of emergency or military necessity.

b. Prompt communication to the FAA and FACSFAC VACAPES shall be made when approved standards of separation cannot be maintained.

c. Whiskey Alert. The phrase "Whiskey Alert" describes the unauthorized exit from Special Use Airspace (SUA) or ATCAA by aircraft into controlled airspace. SUA includes Restricted Areas, Warning Areas and Military Operating Areas (MOAs). Commands who have command and control over aircraft which

generate a Whiskey Alert shall immediately notify FACSFAC VACAPES land line or radio and submit a report of circumstances within 48 hours.

d. When airspace outside of established OPAREAs is required on a real time basis, FACSFAC VACAPES shall coordinate the request with the appropriate Air Route Traffic Control Center (ARTCC).

NOTE: When radar command and control of aircraft is being provided by a ship or shore unit in Warning Areas, Restricted Areas, MOAs or ATCAAs, continuous two-way radio or land line communication between the controlling unit and FACSFAC VACAPES is mandatory.

104.4. SAR ON-SCENE COMMANDER PROCEDURES. The first unit on scene following a mishap normally becomes the SAR On-Scene Commander. The On-Scene Commander shall notify FACSFAC VACAPES that he is assuming SAR On-Scene Commander responsibilities and is switching to UHF SAR common, 282.8 MHz. FACSFAC VACAPES shall vector aircraft away from the airspace for an appropriate distance surrounding the SAR area and keep non-participants clear. FACSFAC VACAPES shall vector other SAR aircraft to the SAR scene and switch them to 282.8 MHz as early as possible. All non-participants must remain well clear of the SAR area. SAR On-Scene Commander responsibilities shall normally be assumed by the U.S. Coast Guard when an appropriate unit arrives in the SAR area.

104.5. CARRIER AIR WING FLY-OFFS. Air Wing Fly-Offs shall be conducted in accordance with reference (d) and Chapter VI of this manual.

104.6. SPECIAL EXERCISES. Any exercise involving an increase in the airway traffic to/from FACSFAC VACAPES OPAREAs must include coordination with an appropriate FAA representative at planning conferences/briefings. FACSFAC VACAPES can assist in the coordination of appropriate representation from affected FAA and/or military facilities.

104.7. FLIGHT PLAN FILING

a. Transition Flights. Aircraft desiring to transit FACSFAC VACAPES offshore airspace originating from seaward should send all Flight Plan messages to FACSFAC VACAPES for action with an information copy to their destination stations. The Flight Plan message should reach FACSFAC VACAPES with as much lead time as possible, but not less than three hours prior to the proposed departure time.

b. Air Filing. Aircraft desiring to air file Flight Plans for departure from OPAREAs under the control jurisdiction of FACSFAC VACAPES shall contact FACSFAC VACAPES or the appropriate Flight Service Station at least 30 minutes prior to estimated time of departure from the OPAREA. Because of the possible time delay involved or the possibility of denial, air crews are discouraged from air filing Flight Plans. Prior to departure from home field, pilots should pre-file a round-robin flight plan. Round-robin flights should include the estimated delay time in the OPAREA.

c. Military Training Routes (MTR). Aircraft desiring to fly MTRs scheduled by FACSFAC VACAPES shall file in accordance with the DOD FLIP AP1/B and paragraph 104.9 of this manual.

104.8. AIR TRAFFIC CONTROL (ATC) USERS BRIEF. Units desiring an ATC brief on OPAREA/MTR course rules are encouraged to contact FACSFAC VACAPES via telephone or message. Make requests by telephone directly to the ATC Officer, DSN 433-1235, Commercial (757) 433-1235.

104.9. MILITARY TRAINING ROUTES (MTR). The general operating procedures for conducting flight operations on MTRs are contained in chapters 1 and 2 of the DOD FLIP AP1/B. All MTRs scheduled by FACSFAC VACAPES are originated and governed by Commander Fighter Wing, Atlantic (COMFITWINGLANT). FACSFAC VACAPES is responsible for scheduling all MTRs assigned to COMFITWINGLANT, ensuring all air crews scheduled on assigned MTRs are briefed in accordance with FLIP AP1/B, COMFITWINGLANTNOTE 3501, Special Military Operations FAAH 7610.4 and the operational procedures contained in effective LOAs. FACSFAC VACAPES is also the COMFITWINGLANT agent for receiving MTR noise complaints.

a. Scheduling Procedures. Requests for IFR and VFR MTRs shall be made to FACSFAC VACAPES (757)433-1228/DSN 433-1228). Hours of operation are 0600-1900 local. MTRs are scheduled on a first-come, first-served basis and shall not be flown unless scheduled in advance. MTRs may be scheduled up to five days in advance (six days in advance on holiday weekends) but not less than two and one half hour prior to entry time. Scheduled route time is "time over entry point." Aircrews shall receive a current route brief on special operating procedures or constraints not in the route description at least two hours prior to launching on their scheduled route. The briefing items include but are not limited to noise sensitive areas, unpublished obstructions or airports, bird activity, route suspension due to air search, forest fire, etc. Failure to obtain this brief shall be cause for cancellation. All aircrews are required to be familiar with the FLIP AP1/B, COMATWINGONEINST 3710.4 series,

COMFITWINGLANTNOTE 3501, and FAA HANDBOOK SPECIAL MILITARY OPERATIONS 7610.4 series.

(1) IFR Military Training Routes (IR). FACSFAC VACAPES is the designated scheduling agency for the following IRs: IR062, IR714, IR715, IR718, IR719, IR720, IR760, IR761 and IR762. Information required: SQUADRON, CALL SIGN, NUMBER/TYPE, AIRCRAFT TRUE AIR SPEED (TAS), ORDNANCE YES/NO, ESTIMATED TIME OF DEPARTURE (ETD) (Z), ENTRY POINT/TIME (Z), EXIT POINT/TIME (Z), SQUADRON POINT OF CONTACT (POC). Entry times will be scheduled on the hour and half hour only. Thirty minute separation shall be maintained. Faster aircraft behind slower aircraft expect, additional separation.

(2) VFR Military Training Routes (VR). FACSFAC VACAPES is the scheduling activity for the following VRs: VR1751, VR1752, VR1753, VR1754, VR1755, VR1756, VR1757, VR1758, VR1759. Information required: SQUADRON, CALL SIGN, NUMBER/TYPE, AIRCRAFT TAS, ENTRY POINT/TIME (Z), EXIT POINT/TIME (Z), SQUADRON POC. Entry points shall be scheduled on the hour, and 15, 30 and 45 minutes past the hour. Fifteen minutes separation shall be maintained. Faster aircraft behind slower aircraft expect, additional separation.

b. Air Wing Scheduling. The five day maximum requirement for scheduling does not apply to deployed air wings or air wings about to deploy. IRs/VRs scheduled by message are required to reach FACSFAC VACAPES no later than 1200 local the day before the requested route is required. This allows time for FACSFAC VACAPES to respond, by message, to the originator with confirmation and briefing information.

104.10. Traffic and Collision Avoidance Systems (TCAS). TCAS was developed to provide civilian commercial aircraft advanced notice of a possible collision with another aircraft. The equipment is designed to provide avoidance information to the pilot of equipped aircraft when a conflict is detected. The avoidance portion of the TCAS is called a Resolution Advisory (RA). All TCAS equipped aircraft are responsible to respond to a RA based on unknown aircraft. This response could be in the form of a climb or descent to ensure the safety of the aircraft that is responding to the RA. All commercial/transport aircraft shall be considered to be TCAS equipped. If an aircraft receives an RA but has been informed of the traffic causing it, or has the traffic in sight, it is the pilots decision on whether to comply with the RA or not.

CHAPTER II

AIR, SURFACE, AND SUBSURFACE OPERATING AREAS

201. GENERAL. FACSFAC VACAPES controls Special Use Airspace SUA), which consists of Warning Areas and Restricted Areas, Military Operating Areas (MOA), Air Traffic Control Assigned Airspace (ATCAA), and Surface/Subsurface Operating Areas. These areas are depicted on applicable Defense Mapping Agency Hydrographic Topographic Center (DMAHTC) Charts and figures 2-1 through 2-11 of this manual. The following guidelines are applicable to FACSFAC VACAPES controlled areas.

NOTE: AIRSPACE AND SURFACE GRIDS HAVE BEEN ALIGNED FOR THE SOUTHERN VIRGINIA CAPES OPERATING AREA (VCOA) W-72 AND ARE DEPICTED ON DMAHTC CHARTS. ALL OTHER AIRSPACE GRIDS WILL HAVE TO BE MANUALLY PLOTTED ON APPROPRIATE CHARTS.

a. Airspace/Surface Grid Interface. Airspace clearances may be issued by Warning Area (i.e. W-72 or Warning Area/Special Operating Areas W-72A), but the need exists to precisely define smaller parcels of airspace. Accordingly, the Special Operating Area Management concept has been instituted. Airspace will be requested and scheduled using the Special Operating Areas described below. Surface clearances will be issued using the Surface Area Grid Reference System, (Figures 2-1A-D).

CAUTION: Airspace and surface clearances are always issued separately, except in W-72 where the surface and air grids are aligned. Adherence to these clearances is mandatory. In other warning areas airspace doe not always encompass the same area as the assigned Surface Operating Areas. This situation exists in the Following instances:

(1) Atlantic Route 8(AR-8) and Atlantic Route 9(AR-9), which partially overlay Surface Operating Areas, are not included in the airspace clearance issued when using the Surface Area Grid Reference System.

(2) Two or more warning areas may overlay a Surface Operating Area. The airspace clearance issued using the Surface Area Grid Reference System will include only the airspace overlying the surface grids within a specified Warning Area and not the entire surface grid.

a. Subsurface Operations. Subsurface operations may be requested and conducted in all areas with 48 hours notice, except VCOA area 3B which can be scheduled real-time. VACAPES (VCOA), Narragansett Bay Operating Area (NBOA) and Cherry Point Operating Area (CPOA) contain submarine transit lanes used by submarines transiting submerged (98 feet or lower). Submarines entering the surface area (surface down to but not including 98 feet) shall expect mutual area usage. Unless an exclusive surface area clearance has been obtained from FACSFAC VACAPES by the Submarine Exercise Area Coordinator (SEAC), surface units may be assigned operations in these areas. FACSFAC VACAPES grants concurrent surface and exclusive subsurface clearances to the SEAC for submarine operations. In all waters where submarine operations are scheduled, surface units are directed to utilize one or more of the following: cavitation, sonar and/or active fathometer on maximum depth. This requirement may be waived by the OCE for surface participants when the Submarine Operating Authority (SUBOPAUTH) approves coordinated exercises involving submarines, which is normally the SEAC.

202. VIRGINIA CAPES OPERATING AREA (VCOA). The following are descriptions of the specific air, surface and submarine operating areas within and in the vicinity of the VCOA. Coordinates for Warning Areas located in the VCOA can be found in reference (b), AP/1A Flight Information Publication (FLIP) and appropriate DMA Charts.

202.1. VCOA AIR OPERATING AREAS. Special Use Airspace(SUA) is defined in FLIP AP/1A, below and figure 2-2. Military Operating Areas (MOA) are depicted on enroute charts and the Hatteras ATCAA is depicted on figures 2-3A-H.

a. Warning Area 50 (W-50). W-50 overlies that portion beyond three miles from the coast of Dam Neck, Virginia (Surface Grid D-334.390). W-50 is divided into subareas ALPHA, BRAVO and CHARLIE. All areas are surface to FL750 and is depicted in (Figure 2-4).

b. Restricted Area 6606 (R-6606). R-6606 lies between the coast of Dam Neck and the three-mile limit and borders the western limit of W-50 from the surface to FL510 (Figure 2-4).

c. Warning Area 72 (W-72). Effective altitudes of W-72 are: East of 075°30'00"W surface to unlimited except for AIR 2A/2B/3A/3B (TACTS Range when activated) 5,000FT MSL to unlimited. Air operations in airspace overlying surface OPAREAs 13 and 20 are normally controlled by NAS Oceana Approach Control

from surface to FL230 and by Washington Center from FL240 to FL600. Air operation areas in W-72 may be described by using the aligned surface/air grid structure (figure 2-1C). Areas 13, 20, 27, 33, 43, and all areas underlying W-110 (AR-8) are not part of W-72.

Airspace FL240 and above in W-72 is released to Washington Center when not active. Scheduling of operations FL240 and above following this turnover requires coordination at least 15 minutes prior with FACSFAC VACAPES to recall airspace from Washington Center on a real-time basis. Real-time scheduling of concurrent air operations can be done anytime if the area has not been previously scheduled. All military aircraft must be briefed and familiar with operations within W-72 prior to entry. If questions arise contact FACSFAC VACAPES at DSN 433-1230/1231 or Commercial (757)433-1230/1231. When requesting/utilizing Special Operating Areas in W-72, refer to the following SOA air coordinates listed below:

W-72 SOA Air Grid:

AIR-1A (CONCURRENT USE ONLY)

36°49'01"N/075°30'00"W TO
36°48'01"N/075°00'00"W TO
36°26'33"N/075°00'00"W TO
36°32'30"N/075°30'00"W TO
BEGINNING POINT

AIR-1B (CONCURRENT USE ONLY)

36°48'01"N/075°00'00"W TO
36°46'58"N/074°29'59"W TO
36°20'27"N/074°30'00"W TO
36°26'33"N/075°00'00"W TO
BEGINNING POINT

AIR-1C SURFACE TO UNLIMITED

36°46'49"N/074°26'00"W TO
36°45'43"N/073°58'00"W TO
36°13'48"N/073°58'00"W TO
36°19'38"N/074°26'00"W TO
BEGINNING POINT

AIR-1D SURFACE TO UNLIMITED

36°45'43"N/073°58'00"W TO
36°44'29"N/073°30'00"W TO
36°07'51"N/073°30'00"W TO
36°13'48"N/073°58'00"W TO
BEGINNING POINT

AIR-1E SURFACE TO UNLIMITED

36°44'29"N/073°30'00"W TO
36°43'17"N/073°05'00"W TO
36°01'25"N/073°05'00"W TO
36°06'51"N/073°30'00"W TO
BEGINNING POINT

AIR-1F SURFACE TO UNLIMITED

36°43'17"N/073°05'00"W TO
36°42'09"N/072°39'58"W TO
35°55'54"N/072°40'00"W TO
36°01'25"N/073°05'00"W TO
BEGINNING POINT

AIR-2A 5,000 MSL TO UNLIMITED
(Secondary TACTS Range)

36°30'30"N/075°30'00"W TO
36°24'33"N/075°00'00"W TO
36°02'37"N/075°00'00"W TO
36°14'00"N/075°30'00"W TO
BEGINNING POINT

AIR-2B 5,000 MSL TO UNLIMITED
(Secondary TACTS Range)

36°24'33"N/075°00'00"W TO
36°18'27"N/074°30'00"W TO
35°51'03"N/074°30'00"W TO
36°02'37"N/075°00'00"W TO
BEGINNING POINT

AIR-2C SURFACE TO UNLIMITED

36°17'38"N/074°26'00"W TO
36°11'48"N/073°58'00"W TO
35°38'30"N/073°58'00"W TO
35°49'29"N/074°26'00"W TO
BEGINNING POINT

AIR-2D SURFACE TO UNLIMITED

36°11'48"N/073°58'00"W TO
36°05'51"N/073°30'00"W TO
35°27'20"N/073°30'00"W TO
35°38'30"N/073°58'00"W TO
BEGINNING POINT

AIR-2E SURFACE TO UNLIMITED

36°06'51"N/073°30'00"W TO
36°01'25"N/073°05'00"W TO
35°16'14"N/073°05'00"W TO
35°26'20"N/073°30'00"W TO
BEGINNING POINT

AIR-2F SURFACE TO UNLIMITED

36°01'25"N/073°05'00"W TO
35°55'54"N/072°40'00"W TO
35°05'35"N/072°40'00"W TO
35°16'14"N/073°05'00"W TO
BEGINNING POINT

AIR-3A 5,000 MSL TO UNLIMITED
(Primary TACTS Range)

36°12'00"N/075°30'00"W TO
36°00'37"N/075°00'00"W TO
35°32'56"N/075°00'00"W TO
35°43'25"N/075°14'15"W TO
35°54'51"N/075°30'00"W TO
BEGINNING POINT

AIR-3B 5,000 MSL TO UNLIMITED
(Primary TACTS Range)

36°00'37"N/075°00'00"W TO
35°49'03"N/074°30'00"W TO
35°10'36"N/074°29'59"W TO
35°32'56"N/075°00'00"W TO
BEGINNING POINT

AIR-3C SURFACE TO UNLIMITED

35°47'29"N/074°26'00"W TO
35°36'30"N/073°58'00"W TO
34°46'21"N/073°58'00"W TO
35°07'36"N/074°26'00"W TO
BEGINNING POINT

AIR-3D SURFACE TO UNLIMITED

35°36'30"N/073°58'00"W TO
35°25'20"N/073°30'00"W TO
34°32'17"N/073°30'00"W TO
34°29'17"N/073°34'23"W TO
34°33'10"N/073°40'50"W TO
34°46'21"N/073°58'00"W TO
BEGINNING POINT

AIR-3E SURFACE TO UNLIMITED

35°26'20"N/073°30'00"W TO
35°05'35"N/072°40'00"W TO
34°32'17"N/073°30'00"W TO
BEGINNING POINT

SOUTH CORRIDOR
(CONCURRENT USE ONLY)

36°14'00"N/075°30'00"W TO
36°02'37"N/075°00'00"W TO
35°51'03"N/074°30'00"W TO
35°49'29"N/074°26'00"W TO
35°38'30"N/073°58'00"W TO
35°27'20"N/073°30'00"W TO
35°26'20"N/073°30'00"W TO
35°25'20"N/073°30'00"W TO
35°36'30"N/073°58'00"W TO
35°47'29"N/074°26'00"W TO
35°49'03"N/074°30'00"W TO
36°00'37"N/075°00'00"W TO
36°12'00"N/075°30'00"W TO
BEGINNING POINT

NORTH CORRIDOR
(CONCURRENT USE ONLY)

36°32'30"N/075°30'00"W TO
36°26'33"N/075°00'00"W TO
36°20'27"N/074°30'00"W TO
36°19'38"N/074°26'00"W TO
36°13'48"N/073°58'00"W TO
36°07'51"N/073°30'00"W TO
36°06'51"N/073°30'00"W TO
36°05'51"N/073°30'00"W TO
36°11'48"N/073°58'00"W TO
36°17'38"N/074°26'00"W TO
36°18'27"N/074°30'00"W TO
36°24'33"N/075°00'00"W TO
36°30'30"N/075°30'00"W TO
BEGINNING POINT

CENTRAL CORRIDOR
(CONCURRENT USE ONLY)

36°46'49"N/074°26'00"W TO
36°19'38"N/074°26'00"W TO
36°17'38"N/074°26'00"W TO
35°49'29"N/074°26'00"W TO
35°47'29"N/074°26'00"W TO
35°07'36"N/074°26'00"W TO
35°10'36"N/074°30'00"W TO
35°49'03"N/074°30'00"W TO
35°51'03"N/074°30'00"W TO
36°18'27"N/074°30'00"W TO
36°20'27"N/074°30'00"W TO
36°46'58"N/074°29'59"W TO
BEGINNING POINT

W-72 INGRESS/EGRESS POINTS:

SCUPE 36°48'28"N/075°29'51"W
KNOTS 36°31'34"N/075°30'42"W
BIGEY 36°15'21"N/075°31'41"W
CORIL 36°30'31"N/075°18'24"W

NOTE: CORRIDORS ARE ESTABLISHED TO PROVIDE ROUTING/CLEARANCE LIMITS FOR ARRIVING/DEPARTING AIRCRAFT FOR W-72 SOAS. PILOTS SHOULD INGRESS/EGRESS VIA THE CORRIDORS TO THE MAXIMUM EXTENT POSSIBLE AT ATC ASSIGNED ALTITUDE TO AVOID EXCLUSIVE OPERATIONS.

NOTE: IT IS THE PILOT'S RESPONSIBILITY TO MAINTAIN AREA CONTAINMENT IAW PARAGRAPH 104.1.E WHEN OPERATING WITHIN THE SOA's. PILOTS SHALL CONTACT FACSFAC VACAPES AIR TRAFFIC CONTROLLERS FIVE MINUTES PRIOR TO COMPLETION OF MISSION/EVENT FOR FLIGHT PLAN ACTIVATION AND AIR TRAFFIC CONTROL COORDINATION.

NOTE: THE ULTIMATE PURPOSE FOR ENTERING INTO A SUB-AREA MANAGEMENT OPERATION OF THE OPAREAS IS TO ALLOW MULTIPLE SORTIES WITHIN THE CONFINES OF THE DESIGNATED OPAREA. UNITS SHOULD MAKE EVERY EFFORT TO SCHEDULE ONLY THE AMOUNT OF AIRSPACE REQUIRED AND ONLY THE ACTUAL TIME REQUIRED FOR COMPLETING THE MISSION.

NOTE: CONTACT FACSFAC VACAPES ON 4373.3 kHz (4372 kHz USB) HF OR UHF 233.7 MHz (PRI), 271.5 (SEC), 118.125 MHz (PRI) VHF PRIOR TO ENTRY/OPERATIONS WITHIN AREA 3B, 5,000 FEET AND BELOW. GUNNERY EXERCISES MAY BE IN PROGRESS (MAXIMUM ORDINATE NOT TO EXCEED 3,500 FEET).

c. Warning Area 387 (W-387). W-387 overlies the southern portions of surface areas 8 through 12 (figure 2-6).

W-387 SOA Air Grid:

W-387A SURFACE TO BUT NOT INCLUDING FL240

37°04'54"N/074°35'59"W TO
37°13'40"N/072°39'59"W TO
36°42'09"N/072°39'58"W TO
36°47'16"N/074°35'59"W TO BEGINNING POINT.

W-387B FL240 TO UNLIMITED

35°43'25"N/075°14'15"W TO
34°33'10"N/073°40'50"W TO
34°18'47"N/074°02'27"W TO
35°21'30"N/075°14'50"W TO BEGINNING POINT.

d. Warning Area 110 (W-110). W-110 overlies portions of surface areas 27, 33, 34, 39, 40, and 43 (figure 2-7). This area is subject to 15-minute deactivation by FACSFAC VACAPES to facilitate airway traffic FL230 and below traveling on Atlantic Route 8.

W-110 SOA Air Grid

WARNING AREA 110 SURFACE TO FL230 INCLUSIVE

35°43'25"N/075°14'15"W TO
34°33'10"N/073°40'50"W TO
34°18'47"N/074°02'27"W TO
35°21'30"N/075°14'50" THEN
12NM AND PARALLEL TO THE
SHORELINE TO THE BEGINNING POINT

e. Warning Area 386 (W-386). W-386 overlies surface areas 1 through 5, 7 through 12, 44 through 50 excluding those portions of the sub-areas underlying AR-9/W-387 (figure 2-8). The southern portions of surface areas 7C/D and 8C/D underlying AR-9 are not part of W-386 and are not included in airspace clearances for W-386. Effective altitudes for W-386 east of 075°30'00"W are surface to unlimited. Air operations in airspace overlying surface area 6 from 2,000 feet to FL180 must be VFR unless under the control of Norfolk Approach Control (2,000 feet to FL230) or Washington ARTCC (FL240 to FL600). Air operations in surface area 6 below 700 feet MSL must be conducted in VMC conditions. If either IMC operations or a flight altitude of 700 feet or above is required, contact Norfolk Approach Control for clearance.

Airspace in W-386 west of coastal ADIZ 10,000 feet and above and east of coastal ADIZ FL240 and above is released to Washington and New York Center when not active. Scheduling of operations west of coastal ADIZ 10,000 feet and above and east of coastal ADIZ FL240 and above following this turnover requires coordination at least 15 minutes prior with FACSFAC VACAPES to recall airspace from Washington and New York Center on a real time basis. Real-time scheduling of concurrent air operations can be done anytime if the area has not been previously scheduled. All military aircraft must be briefed and familiar with operations within W-386 prior to entry. If questions arise contact FACSFAC VACAPES at DSN 433-1230/1231 or Commercial (757)433-1230/1231. When requesting/utilizing Special Operating Areas in W-386, refer to the following SOA air coordinates listed below:

W-386 SOA Air Grid:

AIR-A SURFACE TO FL230

38°36'50"N/074°59'49"W TO
38°45'00"N/074°52'59"W TO
38°45'00"N/074°36'59"W TO
38°39'15"N/074°43'59"W TO
38°25'30"N/074°58'59"W TO
THEN 3NM FROM AND PARALLEL
TO THE SHORELINE TO
BEGINNING POINT

AIR-B SURFACE TO UNLIMITED

38°25'30"N/074°58'59"W TO
38°39'15"N/074°43'59"W TO
38°45'00"N/074°36'59"W TO
38°45'00"N/074°29'59"W TO
38°15'00"N/074°30'00"W TO
38°15'00"N/075°03'30"W TO
THEN 3NM FROM AND PARALLEL
TO THE SHORELINE TO
BEGINNING POINT

AIR-C SURFACE TO UNLIMITED

38°45'00"N/074°20'00"W TO
38°15'00"N/073°30'00"W TO
38°15'00"N/073°45'00"W TO
38°15'00"N/074°30'00"W TO
38°45'00"N/074°30'00"W TO
BEGINNING POINT

AIR-D SURFACE TO UNLIMITED

38°15'00"N/075°03'30"W TO
38°15'00"N/074°30'00"W TO
37°45'00"N/074°30'00"W TO
37°45'00"N/075°00'00"W TO
37°45'00"N/075°28'30"W
THEN 3NM FROM AND PARALLEL
TO THE SHORELINE TO
BEGINNING POINT

AIR-E SURFACE TO UNLIMITED

38°15'00"N/073°45'00"W TO
37°45'00"N/073°45'00"W TO
37°45'00"N/074°30'00"W TO
38°15'00"N/074°30'00"W TO
BEGINNING POINT

AIR-F SURFACE TO UNLIMITED

38°15'00"N/073°30'00"W TO
37°57'00"N/073°00'30"W TO
37°45'00"N/072°54'49"W TO
37°45'00"N/073°39'00"W TO
37°45'00"N/073°45'00"W TO
38°15'00"N/073°45'00"W TO
BEGINNING POINT

AIR-G SURFACE TO UNLIMITED

37°45'00"N/075°00'00"W TO
37°15'00"N/075°00'00"W TO
37°15'00"N/075°30'00"W TO
37°41'28"N/075°30'00"W TO
37°45'00"N/075°28'30"W THEN
3NM FROM AND PARALLEL TO
THE SHORELINE TO
BEGINNING POINT

AIR-H SURFACE TO UNLIMITED

37°45'00"N/074°30'00"W TO
37°15'04"N/074°30'00"W TO
37°15'00"N/075°00'00"W TO
37°45'00"N/075°00'00"W TO
BEGINNING POINT

AIR-I SURFACE TO UNLIMITED

37°45'00"N/073°45'00"W TO
37°08'57"N/073°45'00"W TO
37°05'19"N/074°30'00"W TO
37°45'00"N/074°30'00"W TO
BEGINNING POINT

AIR-J SURFACE TO UNLIMITED

37°45'00"N/072°54'49"W TO
37°13'39"N/072°40'00"W TO
37°09'27"N/073°39'00"W TO
37°45'00"N/073°39'00"W TO
BEGINNING POINT

AIR-K SURFACE TO UNLIMITED
(GUN EXERCISE AREA)

37°15'00"N/074°30'00"W TO
37°05'19"N/074°30'00"W TO
37°00'00"N/075°30'00"W TO
37°15'00"N/075°30'00"W TO
37°15'00"N/075°00'00"W TO
BEGINNING POINT

VICTOR CORRIDOR
(CONCURRENT USE ONLY)

37°45'00"N/073°39'00"W TO
37°09'27"N/073°39'00"W TO
37°08'57"N/073°45'00"W TO
37°45'00"N/073°45'00"W TO
BEGINNING POINT

TEST TRACK A

38°44'00"N/074°18'15"W THEN
ALONG THE COASTAL ADIZ TO

38°15'00"N/074°38'30"W TO
38°15'00"N/075°03'30"W THEN
3NM FROM AND PARALLEL TO
THE SHORELINE TO
38°25'30"N/074°58'59"W TO
38°45'00"N/074°36'59"W TO
38°45'00"N/074°20'00"W TO
BEGINNING POINT

TEST TRACK B

38°15'00"N/075°03'30"W
38°15'00"N/074°38'30"W
THEN ALONG THE COSTAL ADIZ
TO 37°45'00"N/075°00'00"W
TO 37°45'00"N/075°28'30"W
THEN 3NM FROM AND PARALLEL
TO THE SHORELINE TO BEGINNING
POINT

TEST TRACK C

37°45'00"N/075°00'00"W THEN
ALONG THE COASTAL ADIZ TO
37°15'00"N/075°20'00"W TO
37°15'00"N/075°30'00"W TO
37°41'28"N/075°30'00"W THEN
3NM FROM AND PARALLEL TO
THE SHORELINE TO
37°45'00"N/075°28'30"W TO
BEGINNING POINT

LANGLEY CORRIDOR
(CONCURRENT USE ONLY)

38°16'30"N/074°30'00"W TO
37°15'00"N/075°12'30"W TO
37°15'00"N/075°20'00"W TO
38°27'43"N/074°29'59"W TO
BEGINNING POINT

NOTE: AIRSPACE SOUTH OF 37°30'00"N (SFC-14K) WITHIN TEST TRACK CHARLIE AND NORTH OF 38°24'00"N (14K-15K) WITHIN TEST TRACK

ALPHA IS AVAILABLE FOR TRANSIT TO/FROM SPECIAL USE AIRSPACE WITH A FIVE MINUTE NOTIFICATION.

W-386 INGRESS/EGRESS POINTS:

ATLIC	36°55'00"N/075°13'00"W
OUTES	36°56'00"N/074°25'00"W
DART	37°18'00"N/075°29'30"W
HEELS	37°26'00"N/075°29'00"W
TRAXX	38°38'00"N/074°51'00"W
HORNT	38°27'00"N/074°30'00"W

NOTE: CORRIDORS ARE ESTABLISHED TO PROVIDE ROUTING/CLEARANCE LIMITS FOR ARRIVING/DEPARTING AIRCRAFT FOR W-386 SOAS. PILOTS SHOULD INGRESS/EGRESS VIA THE CORRIDORS TO THE MAXIMUM EXTENT POSSIBLE AT ATC ASSIGNED ALTITUDE TO AVOID EXCLUSIVE OPERATIONS.

NOTE: IT IS THE PILOT'S RESPONSIBILITY TO MAINTAIN AREA CONTAINMENT WHEN OPERATING WITHIN THE SOA's. PILOTS SHALL CONTACT FACSFAC VACAPES AIR TRAFFIC CONTROLLERS FIVE MINUTES PRIOR TO COMPLETION OF MISSION/EVENT FOR FLIGHT PLAN ACTIVATION AND AIR TRAFFIC CONTROL COORDINATION.

f. VCOA Employment. VCOAs are scheduled for optimum use by dividing areas for specific users and types of exercises. These areas and the users/exercises involved are as follows:

(1) W-50/R-6606/Danger Area 334.390 (D-334.390)

Area(s)	User	Typical Exercises
W-50/R-6606/D-334.390	USN SHIPS	Gunnery training
W-50/R-6606 launch/control	VC-6	Drone
W-50/A/B/C	SPECWAR US COAST GUARD	Classified

(2) W-72

Area(s)	User	Typical Exercises
1C-1F, 2C-2F, 3C-3F	USN Aircraft	Air-to-air missile exercises

1A,1B,3B	USN Ships	Surface-to-air missile exercises, and CIWS gunnery exercises
2A, 2B, 3A, 3B	USN Aircraft	Tactical Aircrew Combat Training System (TACTS) Range
W-72B	USAF Aircraft	Air COMBAT COMMAND (ACC) flights
W-72A/B	Aircraft Carriers VAW Squadrons DAMNECK (FCTCL) USN Ships	Carrier air ops, AIC training aircraft tracking
3B	USN Aircraft USN ships USCG	PRECISION ACCURACY CALIBRATION (PAC) firing (5,000 feet and below)

(3) W-386

Area(s)	User	Typical Exercises
1,2,7A/B,8A/B firing/flight	NASA WALLOPS/NAWCAD Patuxent River	Rocket test programs
7C/D,8C/D	USN Aircraft/Ships	Gunnery exercises
9C/D	USN Aircraft/Ships	Torpedo and ASW exercises
6	COMHELTACWING ONE	AIR MINE COUNTER MEASURE (AMCM) Operations
W-386	USAF Aircraft	Exclusive Air Operations
Test Tracks A-C	NAVAIRWARCENAD Patuxent River Various NORAD/	RDT&E Projects Air Intercept/

	USAF Aircraft	Maneuvering Training

(4) W-387

Area(s)	User	Typical Exercises
W-387A/B	Aircraft Carriers	Carrier air ops
	USN Ships	Surface gunnery
	USAF	Air ops/AIC

(5) W-110

Area(s)	User	Typical Exercises
W-110	USN Ships	Surface gunnery
	USN Aircraft	air to air
	USAF	air to air

NOTE: THIS EMPLOYMENT IS NOT INTENDED TO PROHIBIT USERS FROM REQUESTING THESE OR OTHER AREAS, NOR DOES IT ENTITLE THE PRIMARY USER TO UNLIMITED USE. CONSIDERATION OF REQUESTS FOR AIRSPACE UTILIZATION IS CONDUCTED AND PROVIDED FOR IN THE WEEKLY FACSFAC VACAPES OPSKED.

202.2. VCOA SURFACE OPERATING AREAS. The VCOA surface operating areas lie off the East Coast of Maryland, Virginia and North Carolina. These areas are numerically separated into lettered subareas (figure 2-1C).

a. D-334.390, off the coast of Virginia at Dam Neck, is a part of the Dam Neck range complex (figure 2-4).

b. VCOA Normal Surface Area Employment

(1) Surface Areas 1-6, 7A/B, 8A/B, and W-72 is normally naval surface operating areas.

(2) Area 6 is used primarily by COMHELTACWING ONE for surface and airborne mine countermeasure operations.

(3) Areas 7C/D, 8C/D and 3B are fleet gunnery areas where all gunnery operations should be conducted.

(4) Areas Air 1A and Air 1B are normally used for CIWS gunnery exercises, surface-to-surface and surface-to-air missile exercises.

202.3. VCOA SUBMARINE OPERATING AREAS (SUBOAs)

a. Submarine operations are normally conducted in areas 15B, 15D, 16 through 19, 23 through 26, 29 through 32, 35 through 38 and 40 through 43.

b. The following areas are designated submarine transit lanes:

Submarine Transit Lane ECHO	**Submarine Transit Lane WHISKEY**
36°53'30"N/074°45'00"W	37°00'00"N/074°45'00"W
36°51'00"N/072°40'00"W	37°00'00"N/072°40'00"W
36°42'00"N/072°40'00"W	36°51'00"N/072°40'00"W
36°47'33"N/074°45'00"W	36°53'30"N/074°45'00"W

c. The SEAC for the VCOA is COMSUBLANT: DSN: 836-1009 COMM: (757)836-1009.

203. ATLANTIC CITY OPERATING AREA (ACOA). Warning area W-107 overlies surface OPAREAs 1 through 14 (figure 2-1B). The southern portions of surface areas 9, 12 and 14 underlying B24/A300 are not part of W-107 and not included in airspace clearances. Coordinates for Warning Areas located in the ACOA can be found in reference (b), AP/1A Flight Information Publication (FLIP) and appropriate DMA Charts.

203.1. ACOA AIR OPERATING AREAS. W-107 overlies surface OPAREAs as depicted in figure 2-9. Effective altitudes within W-107 are as follows: W-107 AIR A through E, surface to unlimited; W-107B, surface to but not including 2,000 feet; W-107C, surface to but not including FL180; W-107 Corridor activated real time with New York Center 7,000 feet MSL to but not including FL180.

Airspace 8,000 feet and above in W-107 is released to Washington and New York Center when not active. Scheduling of operations 8,000 feet and above following this turnover requires coordination at least 15 minutes prior with FACSFAC VACAPES to recall airspace from Washington and New York Center on a real-time basis. Real-time scheduling of concurrent air operations can be done anytime if the area has not been previously scheduled. All military aircraft must be briefed and familiar with operations within W-107 prior to entry. If questions arise contact FACSFAC VACAPES at DSN 433-1230/1231 or Comm. (757)433-

1230/1231. When requesting/utilizing Special Operating Areas in W-107, refer to the following SOA air coordinates listed below:

W-107 SOA Air Grid:

AIR-A SURFACE TO UNLIMITED

38°58'00"N/074°19'59"W TO
39°24'55"N/073°45'47"W TO
39°36'10"N/073°35'12"W TO
39°11'20"N/073°17'00"W TO
38°47'00"N/073°57'15"W TO
BEGINNING POINT

AIR-B SURFACE TO UNLIMITED

39°36'10"N/073°35'12"W TO
39°44'00"N/073°27'49"W TO
39°44'00"N/072°53'01"W TO
39°33'06"N/072°42'26"W TO
39°11'20"N/073°17'00"W TO
BEGINNING POINT

AIR-C SURFACE TO UNLIMITED

39°11'20"N/073°17'00"W TO
39°33'06"N/072°42'26"W TO
39°12'50"N/072°23'00"W TO
38°49'47"N/073°01'01"W TO
BEGINNING POINT

AIR-D SURFACE TO UNLIMITED

38°47'00"N/073°57'15"W TO
39°11'20"N/073°17'00"W TO
38°49'47"N/073°01'01"W TO
38°33'00"N/073°28'15"W TO
38°34'00"N/073°30'58"W TO
BEGINNING POINT

AIR-E SURFACE TO UNLIMITED

38°33'00"N/073°28'15"W TO
39°12'50"N/072°23'00"W TO
39°05'48"N/072°16'12"W TO
BEGINNING POINT

W-107B SFC TO BUT NOT INCLUDING 2,000FT MSL

39°34'30"N/073°56'00"W TO
38°17'00"N/072°50'02"W TO
THEN 12 NM FROM AND PARALLEL TO THE SHORELINE TO
40°00'00"N/073°48'00"W TO
40°00'00"N/073°36'58"W TO
39°52'00"N/073°28'58"W TO
39°44'00"N/073°40'58"W TO
BEGINNING POINT

W-107C SFC TO BUT NOT INCLUDING FL180

39°03'30"N/074°28'00"W THEN
12 NM FROM AND PARALLEL TO
THE SHORELINE TO
39°34'30"N/073°56'00"W TO
39°44'00"N/073°40'58"W TO
39°44'00"N/073°27'49"W TO
39°24'55"N/073°45'47"W TO
38°58'00"N/074°19'59"W TO
BEGINNING POINT

W-107 Corridor 7,000 TO BUT NOT INCLUDING FL180

39°25'42"N/074°02'34"W TO
39°33'16"N/073°57'04"W TO
39°34'30"N/073°56'00"W TO
39°44'00"N/073°40'58"W TO
39°44'00"N/073°27'51"W TO
39°24'55"N/073°45'47"W TO
39°23'11"N/073°59'56"W TO
BEGINNING POINT

203.2. ACOA SURFACE OPERATING AREAS. The Atlantic City Operating Area (ACOA) SOAs lie off the east coast of New Jersey and New York. These areas are numerically designated (figure 2-1B).

203.3. ACOA SUBMARINE OPERATING AREAS (SUBOAs). There are no designated SUBOAs or submarine transit lanes and submarine operations are rarely conducted in the ACOA. The SEAC for the ACOA is COMSUBLANT: DSN: 836-1009 COMM: (757)836-1009.

203.4. ACOA EMPLOYMENT. ACOAs are scheduled for optimum use by apportioning areas for specific users and types of exercises. These areas and the users/exercises involved are:

Area(s)	User	Typical Exercises
All Areas	North East Air Defense Sector (NEADS)/ USAF aircraft	Air Intercept Training
All Areas	NAVAIRDEVCEN	Research & Development Projects
Areas 7 and 13	USN/USCG Ships	Gunnery Exercises

204. NARRAGANSETT BAY OPERATING AREA (NBOA). The following are descriptions of the specific air, surface, and submarine operating areas within and in the vicinity of the NBOA. The NBOA comprises the following Warning Areas: W-105: A-H, W-105B and W-106 A-D. Coordinates for Warning Areas located in the NBOA can be found in reference (b), AP/1A Flight Information Publication (FLIP), figure 2-1A and appropriate DMA Charts.

204.1. NBOA AIR OPERATING AREAS. W-105 and W-106 are depicted in (figure 2-10). Effective altitudes within W-106 are: W-106A, surface to 3,000 feet MSL; W-106B, surface to 8,000 feet MSL; W-106C, surface to 10,000 feet MSL; W-106D, surface to 5,999 feet MSL. Effective altitudes in W-105 AIR A-H is surface to FL500; W-105B, surface to FL180.

Airspace 11,000 feet and above in W-105 and all airspace in W-106 is released to Boston and New York Center when not active. Scheduling of operations 11,000 feet and above in W-105 and all airspace in W-106 following this turnover requires coordination at least 15 minutes prior with FACSFAC VACAPES to recall airspace from Boston and New York Center on a real-time

basis. Real-time scheduling of concurrent air operations can be done anytime if the area has not been previously scheduled. All military aircraft must be briefed and familiar with operations within W-105/W-106 prior to entry. If questions arise contact FACSFAC VACAPES at DSN 433-1230/1231 or Commercial (757)433-1230/1231. When requesting/utilizing Special Operating Areas in W-105/W-106, refer to the following SOA air coordinates listed below:

W-105 SOA Air Grid:

AIR-A SURFACE TO FL500

39°58'19"N/072°16'37"W TO
40°11'55"N/072°46'53"W TO
40°18'51"N/072°38'28"W TO
40°38'30"N/071°30'00"W TO
40°16'02"N/071°05'07"W TO
BEGINNING POINT

AIR-B SURFACE TO FL500

40°16'02"N/071°05'07"W TO
40°38'30"N/071°30'00"W TO
41°01'36"N/070°45'46"W TO
40°29'03"N/070°10'22"W TO
BEGINNING POINT

AIR-C SURFACE TO FL500

40°29'03"N/070°10'22"W TO
41°01'36"N/070°45'46"W TO
41°06'52"N/070°22'51"W TO
41°05'26"N/070°19'47"W TO
41°04'35"N/070°16'00"W TO
41°03'43"N/070°14'10"W TO
41°03'21"N/070°13'01"W TO
41°02'32"N/070°09'24"W TO
41°02'29"N/070°05'12"W TO
41°02'34"N/070°01'26"W TO
41°02'38"N/070°00'15"W TO
41°02'30"N/070°00'00"W TO
40°39'50"N/069°23'28"W TO
BEGINNING POINT

AIR-D SURFACE TO FL500

39°38'42"N/071°33'46"W TO
39°58'19"N/072°16'37"W TO
40°16'02"N/071°05'07"W TO
39°45'43"N/070°32'02"W TO
BEGINNING POINT

AIR-E SURFACE TO FL500

39°45'43"N/070°32'02"W TO
40°16'02"N/071°05'07"W TO
40°29'03"N/070°10'22"W TO
39°52'08"N/069°31'01"W TO
BEGINNING POINT

AIR-F SURFACE TO FL500

39°52'08"N/069°31'01"W TO
40°29'03"N/070°10'22"W TO
40°39'50"N/069°23'28"W TO
40°26'46"N/069°06'23"W TO
39°58'00"N/068°29'50"W TO
BEGINNING POINT

AIR-G SURFACE TO FL500

40°18'51"N/072°38'28"W TO
40°34'00"N/072°19'58"W TO
40°38'00"N/071°59'58"W TO
40°44'00"N/071°59'58"W TO
40°48'36"N/071°40'55"W TO
40°38'30"N/071°30'00"W TO
BEGINNING POINT

AIR-H SURFACE TO FL500

40°38'30"N/071°30'00"W TO
40°48'36"N/071°40'55"W TO
41°01'36"N/070°45'46"W TO
BEGINNING POINT

W-105B SFC TO FL180

40°04'20"N/072°29'58"W TO
39°38'42"N/071°33'46"W TO
39°40'45"N/071°14'58"W TO
39°10'24"N/071°49'10"W TO
39°41'33"N/072°29'58"W TO
BEGINNING POINT

W-106 SOA Air Grid:

W-106A SFC TO 3,000FT MSL

40°13'00"N/073°14'58"W TO
40°24'00"N/073°14'58"W TO
40°26'00"N/073°13'00"W TO
40°36'00"N/072°36'00"W TO
40°15'20"N/073°01'28"W TO
40°11'35"N/073°05'33"W TO
40°04'43"N/072°55'03"W TO
39°59'40"N/073°00'28"W TO
40°08'00"N/073°09'28"W TO
BEGINNING POINT

W-106B SFC TO 8,000FT MSL

40°11'35"N/073°05'33"W TO
40°15'20"N/073°01'28"W TO
40°36'00"N/072°36'00"W TO
40°41'00"N/072°17'00"W TO
40°41'30"N/072°10'28"W TO
40°42'00"N/072°06'58"W TO
40°44'00"N/071°59'58"W TO
40°38'00"N/071°59'58"W TO
40°34'00"N/072°19'58"W TO
40°26'00"N/072°29'58"W TO
40°08'30"N/072°50'58"W TO
40°04'43"N/072°55'03"W TO
BEGINNING POINT

W-106C SFC TO 10,000FT MSL

40°04'43"N/072°55'03"W TO
40°08'30"N/072°50'58"W TO
40°11'55"N/072°46'53"W TO
40°04'20"N/072°29'58"W TO
39°48'06"N/072°29'58"W TO
BEGINNING POINT

W-106D SFC TO BUT NOT INCLUDING 6,000FT MSL

39°59'40"N/073°00'28"W TO
40°04'43"N/072°55'03"W TO
39°48'06"N/072°29'58"W TO
39°34'00"N/072°29'58"W TO
39°44'00"N/072°43'58"W TO
BEGINNING POINT

NOTE: When airspace is not required by a Department of Defense (DoD) Agency, airspace is returned to the controlling agency (Boston/New York/Washington Centers). Airspace north of 41 degrees latitude is restricted to 10,000 feet MSL and above.

204.2. NBOA SURFACE OPERATING AREAS. The NBOA surface operating areas are located off the coast of Long Island and Narragansett Bay Rhode Island. These areas are numerically separated into lettered subareas as depicted in reference (b), figure 2-1A and appropriate DMA Charts.

204.3. NBOA SUBMARINE OPERATING AREAS (SUBOAs)

a. Submarine operations are normally conducted in areas 1 through 3 and 6 through 20.

b. The following areas are designated submarine transit lanes:

Submarine Transit Lane ALPHA

41°01'30"N/071°26'00"W;
39°37'30"N/069°53'30"W;
39°30'00"N/069°58'00"W;
40°50'00"N/071°26'00"W

Submarine Transit Lane BRAVO

39°37'30"N/069°53'30"W;
39°37'30"N/068°30'00"W;
39°30'00"N/068°30'00"W;
39°30'00"N/069°58'00"W

Submarine Transit Lane CHARLIE

40°50'00"N/071°26'00"W;
39°30'00"N/069°58'00"W;
39°27'00"N/070°07'30"W;
40°38'30"N/071°26'00"W

Submarine Transit Lane DELTA

39°30'00"N/069°58'00"W;
38°30'00"N/069°58'00"W;
38°30'00"N/070°07'30"W;
39°27'00"N/070°07'30"W

Extension X-ray

40°50'00"N/071°35'30"W;
40°50'00"N/071°26'00"W;
40°38'30"N/071°26'00"W;
40°38'30"N/071°35'30"W

Submarine Transit Lane NOVEMBER

40°38'30"N/071°35'30"W;
403°8'30"N/071°26'00"W;
38°30'00"N/071°26'00"W;
38°30'00"N/071°35'30"W

Submarine Transit Lane SIERRA

40°50'00"N/071°45'30"W;
40°50'00"N/071°35'30"W;
38°30'00"N/071°35'30"W;
38°30'00"N/071°45'30"W

c. The SEAC for the NBOA is COMSUBLANT: DSN: 836-1009 COMM: (757)836-1009.

204.4. NBOA EMPLOYMENT. W-105/W-106/NBOA areas are scheduled for optimum use by apportioning areas for specific users and types of exercises. These areas and the users/exercises are:

Area(s)	User	Typical Exercises
4,5A,26 (within W-105A and C)	Surface/subsurface units	Firing events
W-105, W-106	24 NEADS	Air Intercept Training
	Air National Guard	Air Intercept Training

205. CHERRY POINT OPERATING AREA (CPOA). The following are descriptions of the specific air, surface and submarine operating areas within and in the vicinity of the CPOA. Coordinates for Warning Areas located in the CPOA can be found in reference (b), figure 2-1D, AP/1A Flight Information Publication (FLIP) and appropriate DMA Charts.

205.1. CPOA AIR OPERATING AREAS. W-122 is depicted in (figure 2-11). Effective altitudes of W-122 AIR 1-22 are surface to unlimited. AIR-8 is released to Cherry Point Approach Control, surface to but not including FL180 and is recalled when needed. Air 1,8 and 15 are concurrent use only. Portions of surface areas 27, 33, 39, 40, and 43, and all areas underlying W-110 (AR-8) are not part of W-122.

Airspace FL240 and above in W-122 is released to Washington and Jacksonville Center when not active. Scheduling of operations FL240 and above following this turnover requires coordination at least 15 minutes prior with FACSFAC VACAPES to recall airspace from Washington and Jacksonville Center on a real-time basis. Real-time scheduling of concurrent air operations can be done anytime if the area has not been previously scheduled. All military aircraft must be briefed and familiar with operations within W-122 prior to entry. If questions arise contact FACSFAC VACAPES at DSN 433-1230/1231 or Comm. (757)433-1230/1231. When requesting/utilizing Special Operating Areas in W-122, refer to the following SOA air coordinates listed below:

W-122 SOA Air Grid:

AIR-1 SURFACE TO UNLIMITED

34°50'00"N/076°15'00"W THEN
3NM FROM AND PARALLEL TO
THE SHORELINE TO
35°30'01"N/075°24'59"W TO
35°13'00"N/075°05'00"W TO
34°57'00"N/075°34'00"W TO
34°41'30"N/076°01'15"W TO
34°40'00"N/076°04'00"W TO
BEGINNING POINT

AIR-2 SURFACE TO UNLIMITED

34°57'00"N/075°34'00"W TO
34°32'00"N/075°05'00"W TO
34°14'15"N/075°30'15"W TO
34°41'30"N/076°01'15"W TO
BEGINNING POINT

AIR-3 SURFACE TO UNLIMITED

35°13'00"N/075°05'00"W TO
34°50'20"N/074°38'34"W TO
34°32'00"N/075°05'00"W TO
34°57'00"N/075°34'00"W TO
BEGINNING POINT

AIR-4 SURFACE TO UNLIMITED

34°32'00"N/075°05'00"W TO
33°55'20"N/074°24'20"W TO
33°36'06"N/074°52'06"W TO
34°00'30"N/075°19'24"W TO
34°02'00"N/075°17'00"W TO
34°14'15"N/075°30'15"W TO
BEGINNING POINT

AIR-5 SURFACE TO UNLIMITED

34°50'20"N/074°38'34"W TO
34°14'01"N/073°56'58"W TO
33°55'20"N/074°24'20"W TO
34°32'00"N/075°05'00"W TO
BEGINNING POINT

AIR-8 SURFACE TO UNLIMITED

34°50'00"N/076°15'00"W TO
34°40'00"N/076°04'00"W TO
34°38'24"N/076°07'00"W TO
34°28'06"N/076°25'06"W TO
34°18'30N"/076°42'30"W TO
34°17'00"N/076°45'00"W TO
34°37'45"N/076°56'00"W THEN
3NM FROM AND PARALLEL TO THE
SHORELINE TO BEGINNING POINT

AIR-9 SURFACE TO UNLIMITED

34°28'06"N/076°25'06"W TO
34°04'30"N/076°05'30"W TO
33°50'24"N/076°28'00"W TO
34°18'30"N/076°42'30"W TO
BEGINNING POINT

AIR-10 SURFACE TO UNLIMITED

34°38'24"N/076°07'00"W TO
34°18'30"N/075°43'30"W TO
34°04'30"N/076°05'30"W TO
34°28'06"N/076°25'06"W TO
BEGINNING POINT

AIR-11 SURFACE TO UNLIMITED

34°04'30"N/076°05'30"W TO
33°40'30"N/075°46'30"W TO
33°21'15"N/076°13'00"W TO
33°50'24"N/076°28'00"W TO
BEGINNING POINT

AIR-12 SURFACE TO UNLIMITED

34°18'30"N/075°43'30"W TO
33°58'54"N/075°21'30"W TO
33°40'30"N/075°46'30"W TO
34°04'30"N/076°05'30"W TO
BEGINNING POINT

AIR-13 SURFACE TO UNLIMITED

33°40'30"N/075°46'30"W TO
33°13'11"N/075°24'37"W TO
32°50'02"N/075°57'00"W TO
33°20'00"N/076°14'40"W TO
33°21'15"N/076°13'00"W TO
BEGINNING POINT

AIR-14 SURFACE TO UNLIMITED

34°00'30"N/075°19'24"W TO
33°36'06"N/074°52'06"W TO
33°13'11"N/075°24'37"W TO
33°40'30"N/075°46'30"W TO
33°58'54"N/075°21'30"W TO
BEGINNING POINT

AIR-15 SURFACE TO UNLIMITED EXCEPT WESTERN PORTION IS SURFACE TO FL230

34°37'45"N/076°56'00"W TO
34°17'00"N/076°45'00"W TO
34°15'30"N/076°47'15"W TO
34°04'15"N/077°07'06"W TO
33°50'45"N/077°30'30"W TO
34°23'30"N/077°30'00"W THEN
3NM FROM AND PARALLEL TO THE SHORELINE TO BEGINNING POINT.
WESTERN PORTION OF AIR 15 IS SURFACE TO BUT NOT INCLUDING FL240 LOCATED WITHIN THE FOLLOWING AREA:
34°23'31"N/077°29'59"W THEN
NE 3 NM FROM AND PARALLEL TO SHORELINE TO
34°28'55"N/077°18'56"W TO
33°32'41"N/077°30'41"W TO
BEGINNING POINT

AIR-16 SURFACE TO UNLIMITED EXCEPT NORTHWESTERN PORTION IS SURFACE TO FL230

34°04'15"N/077°07'06"W TO
33°33'00"N/076°55'00"W TO
33°10'01"N/077°30'59"W TO
33°50'45"N/077°30'30"W TO
BEGINNING POINT.
NORTHWESTERN PORTION OF AIR 16 IS SURFACE TO BUT NOT INCLUDING FL240 LOCATED WITHIN THE FOLLOWING AREA:
34°23'31"N/077°29'59"W THEN
NE 3 NM FROM AND PARALLEL TO SHORELINE TO
34°28'55"N/077°18'56"W TO
33°32'41"N/077°30'41"W TO
BEGINNING POINT

AIR-17 SURFACE TO UNLIMITED

34°15'30"N/076°47'15"W TO
33°47'24"N/076°32'36"W TO
33°33'00"N/076°55'00"W TO
34°04'15"N/077°07'06"W TO
BEGINNING POINT

AIR-18 SURFACE TO UNLIMITED

33°33'00"N/076°55'00"W TO
33°00'00"N/076°42'00"W TO
32°39'00"N/076°42'00"W TO
32°39'00"N/077°24'15"W TO
33°00'01"N/077°28'59"W TO

33°10'01"N/077°30'59"W TO
BEGINNING POINT

AIR-19 SURFACE TO UNLIMITED

33°47'24"N/076°32'36"W TO
33°18'00"N/076°17'30"W TO
33°00'00"N/076°42'00"W TO
33°33'00"N/076°55'00"W TO
BEGINNING POINT

AIR-21 SURFACE TO UNLIMITED

33°20'00"N/076°14'40"W TO
32°50'02"N/075°57'00"W TO
32°39'01"N/076°12'13"W TO
32°39'00"N/076°42'00"W TO
33°00'00"N/076°42'00"W TO
33°18'00"N/076°17'30"W TO
BEGINNING POINT

AIR-22 SURFACE TO UNLIMITED

32°39'01"N/076°12'13"W TO
32°12'01"N/076°48'59"W TO
32°20'01"N/077°19'59"W TO
32°39'00"N/077°24'15"W TO
32°39'00"N/076°42'00"W TO
BEGINNING POINT

WHISKEY CORRIDOR

34°18'30"N/076°42'30"W TO
33°50'24"N/076°28'00"W TO
33°21'15"N/076°13'00"W TO
33°20'00"N/076°14'40"W TO
33°18'00"N/076°17'30"W TO
33°47'24"N/076°32'36"W TO
34°15'30"N/076°47'15"W TO
34°17'00"N/076°45'00"W TO
BEGINNING POINT

X-RAY CORRIDOR

34°41'30"N/076°01'15"W TO
34°14'15"N/075°30'15"W TO
34°02'00"N/075°17'00"W TO
34°00'30"N/075°19'24"W TO
33°58'54"N/075°21'30"W TO
34°18'30"N/075°43'30"W TO
34°38'24"N/076°07'00"W TO
BEGINNING POINT

NOTE: CORRIDORS ARE ESTABLISHED TO PROVIDE ROUTING/CLEARANCE LIMITS FOR ARRIVING/DEPARTING AIRCRAFT FOR W-122 SOAS. PILOTS SHOULD INGRESS/EGRESS VIA THE CORRIDORS TO THE MAXIMUM EXTENT POSSIBLE AT ATC ASSIGNED ALTITUDE TO AVOID EXCLUSIVE OPERATIONS.

NOTE: IT IS PILOT'S RESPONSIBILITY TO MAINTAIN AREA CONTAINMENT WHEN OPERATING WITHIN THE SOAS. PILOTS SHALL CONTACT FACSFAC VACAPES AIR TRAFFIC CONTROLLERS 5 MINUTES PRIOR TO COMPLETION OF MISSION/EVENT FOR FLIGHT PLAN ACTIVATION AND AIR TRAFFIC CONTROL COORDINATION.

205.2. CPOA SURFACE OPERATING AREAS . The CPOA Surface Operating Areas (OPAREAS) lie off the east coast of North and South Carolina. These areas are numerically designated as depicted in Figure 2-1D.

205.3. CPOA SUBMARINE OPERATING AREAS (SUBOAs). Submarine operations are normally conducted in surface areas 7 and SUBOA SIERRA.

a. The following areas are designated submarine transit lanes:

Submarine Transit Lane ALPHA

DELETED

Submarine Transit Lane BRAVO

DELETED

Submarine Transit Lane CHARLIE

32°50'00"N/078°30'00"W;
32°50'00"N/075°57'00"W;
32°39'00"N/076°12'00"W;
32°39'00"N/078°30'00"W

Submarine Transit Lane DELTA

32°50'00"N/078°00'00"W;
33°00'00"N/078°00'00"W;
33°00'00"N/075°43'00"W;
32°50'00"N/075°57'00"W

Submarine Operating Area SIERRA

32°39'00"N/077°24'00"W;
32°39'00"N/076°12'00"W;
32°12'00"N/076°49'00"W;
32°20'00"N/077°20'00"W

b. The SEAC for the CPOA is COMSUBLANT: DSN: 836-1009 COMM: (757)836-1009.

205.4. EMPLOYMENT. CPOAs are scheduled for optimum use by apportioning areas for specific users and types of exercises. These areas and the users/exercises involved are as follows:

Area(s)	User	Typical Exercises
All Areas	Various USN/USMC/ USAF Aircraft	Air intercept/ Training maneuvering
2-7, 11-14	USN Ships	ACC flights
7, SIERRA	COMSUBRON 6	Subsurface/transit

205.5. SEVERE WEATHER AVOIDANCE PLAN (SWAP). SWAP is a Letter of Agreement (LOA) between FAA Air Traffic Control System Command Center (ATCSCC) and Fleet Area Control and Surveillance Facility, Virginia Capes, Naval Air Station, Oceana, Virginia Beach, Virginia to establish mutually agreed interagency coordination and action for the re-routing of civilian airline traffic offshore into the Warning Areas to circumvent thunderstorms along the East Coast of the United States. Matters pertaining to the use of the offshore corridor and Warning Area sub-divisions will be accomplished by the FAA through FACSFAC VACAPES.

NOTE: FACSFAC VACAPES will not deny use/priority of any Warning Area airspace to a Department of Defense unit as a result of a SWAP "REQUEST" by the FAA ATCSCC. However, FAA ATCSCC may "DIRECT" the recall of SWAP. FACSFAC VACAPES will then "DIRECT" all affected DOD units to vacate the airspace as required.

206. MILITARY OPERATIONS AREAS (MOAs). MOAs are defined in FLIP General Planning. Airspace boundaries and airspace limits are defined in Appendix B.

a. Pamlico A&B and Stumpy Point MOAs. Pamlico A&B and Stumpy Point MOAs are south and east of R-5314 (figures 2-3B-H) and overlie portions of the Pamlico Sound.

(1) The Pamlico A&B MOAs may be scheduled individually or collectively with Hatteras B ATCAA. Units operating in the Pamlico A&B MOAs shall maintain communications on 251.6 MHz (primary) or 310.1 MHz (secondary). The effective altitudes of Pamlico A and B MOAs are 8,000 feet to but not including FL180.

(2) Airspace below Pamlico A&B MOAs is controlled by Washington ARTCC.

(3) Scheduling priorities for Pamlico A and B MOAs under FACSFAC VACAPES cognizance are derived from CINCLANTFLT OPORDER 2000 Annex C, Appendix 24, Tab A. Appendix G of this manual provides an integrated list of scheduling priorities.

(4) Stumpy Point surrounds R-5313A and is controlled by Navy Dare. The effective altitude of Stumpy Point MOA is surface to but not including 8,000 feet. Scheduling priorities for Stumpy Point MOA under FACSFAC VACAPES cognizance are derived from NASOCEANAINST 3710 series.

b. HATTERAS B ATCAA. The Hatteras B ATCAA (HATT B) overlies most of R-5314, R-5313 and the Pamlico A&B MOAs (figure 2-3E). Airspace boundaries and airspace limits are defined in Appendix B.

(1) Hatteras B ATCAA is released to FACSFAC VACAPES by Washington ARTCC based on existing weather and traffic conditions. FACSFAC VACAPES schedules the standard altitudes of FL240-FL290; altitudes from FL240-FL600 are available, however requests for altitudes above FL290 will normally be disapproved due to the high density of civil air traffic.

(2) The Hatteras B ATCAA may be scheduled individually or collectively with Pamlico A&B MOAs (figure 2-3C and figure 2-3D) and Pamlico Shelf delegated airspace (figure 2-3H). Units operating in the Pamlico A&B MOAs and Hatteras B ATCAA shall maintain communications on 251.6 MHz (primary) or 310.1 MHz (secondary).

CAUTION: Agencies exercising control within Hatteras B ATCAA and Pamlico A& B MOAs in particular shall have video mapping or other adequate means of ensuring airspace boundary integrity for controlled aircraft. Units using this airspace shall be thoroughly familiar with all boundaries.

(3) A minimum of three-hour lead-time is required for FACSFAC VACAPES to coordinate use of the Hatteras B ATCAA. See Chapter III for scheduling procedures.

c. Pamlico Shelf Delegated Airspace. The Pamlico Shelf is delegated to FACSFAC VACAPES by Washington ARTCC. Pamlico Shelf overlies Restricted Area 5314 subareas A-F (east of the Alligator River) and the Pamlico A&B MOAs (figure 2-3H). The Pamlico Shelf is scheduled collectively with Pamlico A&B MOAs and Hatteras B ATCAA. Pamlico Shelf standard altitudes are 15,000 feet to FL230. Airspace boundaries and airspace limits are defined in Appendix B.

d. Phelps Military Operating Area. The Phelps A/B/C MOA is delegated to the 4th Fighter Wing at Seymour Johnson AFB by Washington ARTCC. FACSFAC VACAPES is the coordinator for the Navy scheduling requirements for the Phelps MOA. Phelps MOA is divided into three sections; A, B and C. Phelps A MOA overlies R-5314J, 6,000 feet MSL to but not including FL180. Phelps B MOA overlies R-5314H, 10,000 feet MSL to but not including FL180. Phelps C MOA overlies R-5314G, 15,000 feet MSL to but

not including FL180. Airspace boundaries are defined in Appendix B.

(1) Scheduling priorities for Phelps A/B/C MOAs under FACSFAC VACAPES cognizance are derived from CINCLANTFLT OPORDER 2000 Annex C, Appendix 24, Tab A. Appendix G of this manual provides an integrated list of scheduling priorities.

(2) The Phelps A/B/C MOAs are used in conjunction with scheduled range times requested for R-5314 (Navy Dare range).

(3) A minimum of three-hour lead-time is required for FACSFAC VACAPES to coordinate use of the Phelps A/B/C MOAs.

SURFACE AREA GRID COORDINATES FOR NARRAGANSETT BAY OPERATING AREA

1	4117N 7130W, 4118N 7117W, 4118N 704930W then CCW via a 2.6 NM arc centered at 411530N 704840W to 4113N 7048W, 4110N 7042W, 4110N 7126W
2A	405330N 7210W, 410830N 7126W, 4050N 7126W, 4050N 7210W
2B	4050N 7210W, 4050N 7148W, 4030N 7148W, 4030N 7210W
2C	4050N 7148W, 4050N 7126W, 4030N 7126W, 4030N 7148W
3A	4110N 7126W, 4110N 7104W, 4050N 7104W, 4050N 7126W
3B	4110N 7104W, 4110N 7042W, 4050N 7042W, 4050N 7104W
3C	4050N 7126W, 4050N 7104W, 4030N 7104W, 4030N 7126W
3D	4050N 7104W, 4050N 7042W, 4030N 7042W, 4030N 7104W
4A	4110N 7042W, 4110N 7020W, 4050N 7020W, 4050N 7042W
4B	4110N 7020W, 4110N 701230W, 410130N 6958W, 4050N 6958W, 4050N 7020W
4C	4050N 7042W, 4050N 7020W, 4030N 7020W, 4030N 7042W
4D	4050N 7020W, 4050N 6958W, 4030N 6958W, 4030N 7020W
5A	410130N 6958W, 404830N 6936W, 4030N 6936W, 4030N 6958W
5B	404830N 6936W, 4030N 690415W, 4030N 6936W
6A	4030N 7210W, 4030N 7148W, 4010N 7148W, 4010N 7210W
6B	4030N 7148W, 4030N 7126W, 4010N 7126W, 4010N 7148W
6C	4010N 7210W, 4010N 7148W, 3950N 7148W, 3950N 7210W
6D	4010N 7148W, 4010N 7126W, 3950N 7126W, 3950N 7148W
7A	4030N 7126W, 4030N 7104W, 4010N 7104W, 4010N 7126W
7B	7030N 7104W, 4030N 7042W, 4010N 7042W, 4010N 7104W
7C	4010N 7126W, 4010N 7148W, 3950N 7104W, 3950N 7126W
7D	4010N 7104W, 4010N 7042W, 3950N 7042W, 3950N 7104W
8A	4030N 7042W, 4030N 7020W, 4010N 7020W, 4010N 7042W
8B	4030N 7020W, 4030N 6958W, 4010N 6958W, 4010N 7020W
8C	4010N 7042W, 4010N 7020W, 3950N 7020W, 3950N 7042W
8D	4010N 7020W, 4010N 6958W, 3950N 6958W, 3950N 7020W
9A	4030N 6958W, 4030N 6936W, 4010N 6936W, 4010N 6958W
9B	4030N 6936W, 4030N 6914W, 4010N 6914W, 4010N 6936W
9C	4010N 6958W, 4010N 6936W, 3950N 6936W, 3950N 6958W
9D	4010N 6936W, 4010N 6914W, 3950N 6914W, 3950N 6936W
10A	4030N 6914W, 4030N 690415W, 4010N 6830W, 4010N 6914W

FIGURE 2-1A

10B	4010N 6914W,	4010N 6852W,	3950N 6852W,	3950N 6914W
10C	4010N 6852W,	4010N 6830W,	3950N 6830W,	3950N 6852W
11A	3950N 7210W,	3950N 7148W,	3930N 7148W,	3930N 7210W
11B	3950N 7148W,	3950N 7126W,	3930N 7126W,	3930N 7148W
11C	3930N 7210W,	3930N 7148W,	3910N 7148W,	3910N 7210W
11D	3930N 7148W,	3930N 7126W,	3910N 7126W,	3910N 7148W
12A	3950N 7126W,	3950N 7104W,	3930N 7104W,	3930N 7126W
12B	3950N 7104W,	3950N 7042W,	3930N 7042W,	3930N 7104W
12C	3930N 7126W,	3930N 7104W,	3910N 7104W,	3910N 7126W
12D	3930N 7104W,	3930N 7042W,	3910N 7042W,	3910N 7104W
13A	3950N 7042W,	3950N 7020W,	3930N 7020W,	3930N 7042W
13B	3950N 7020W,	3950N 6958W,	3930N 6958W,	3930N 7020W
13C	3930N 7042W,	3930N 7020W,	3910N 7020W,	3910N 7042W
13D	3930N 7020W,	3930N 6958W,	3910N 6958W,	3910N 7020W
14A	3950N 6958W,	3950N 6936W,	3930N 6936W,	3930N 6958W
14B	3950N 6936W,	3950N 6914W,	3930N 6914W,	3930N 6936W
14C	3930N 6914W,	3930N 6852W,	3910N 6852W,	3910N 6914W
14D	3930N 6936W,	3930N 6914W,	3910N 6914W,	3910N 6936W
15A	3950N 6914W,	3950N 6852W,	3930N 6852W,	3930N 6914W
15B	3950N 6852W,	3950N 6830W,	3930N 6830W,	3930N 6852W
15C	3930N 6914W,	3930N 6852W,	3910N 6852W,	3910N 6914W]
15D	3930N 6852W,	3930N 6830W,	3910N 6830W,	3910N 6852W
16A	3910N 7210W,	3910N 7148W,	3850N 7148W,	3850N 7210W
16B	3910N 7148W,	3910N 7126W,	3850N 7126W,	3850N 7148W
16C	3850N 7210W,	3850N 7148W,	3830N 7148W,	3830N 7126W
16D	3850N 7148W,	3850N 7126W,	3830N 7126W,	3830N 7148W
17A	3910N 7126W,	3910N 7104W,	3850N 7104W,	3850N 7042W
17B	3910N 7104W,	3910N 7042W,	3850N 6958W,	3850N 7020W
17C	3850N 7126W,	3850N 7104W,	3830N 7104W,	3830N 7126W
17D	3850N 7104W,	3850N 7042W,	3830N 7042W,	3830N 7104W
18A	3910N 7042W,	3910N 7020W,	3850N 7020W,	3850N 7042W
18B	3910N 7020W,	3910N 6958W,	3850N 6958W,	3850N 7020W
18C	3850N 7042W,	3850N 7020W,	3830N 7020W,	3030N 7126W
18D	3850N 7020W,	3850N 6958W,	3830N 6958W,	3830N 7020W
19A	3910N 6958W,	3910N 6936W,	3850N 6936W,	3850N 6958W
19B	3910N 6936W,	3910N 6914W,	3850N 6914W,	3850N 6936W
19C	3850N 6958W,	3850N 6936W,	3830N 6936W,	3830N 6958W
19D	3850N 6936W,	3850N 6914W,	3830N 6914W,	3830N 6936W

FIGURE 2-1A (CONT'D)

20A	3910N 6914W, 3910N 6852W, 3850N 6852W, 3850N 6914W
20B	3910N 6852W, 3910N 6830W, 3850N 6830W, 3850N 6852W
20C	3850N 6914W, 3850N 6852W, 3830N 6852W, 3830N 6914W
20D	3850N 6852W, 3850N 6830W, 3830N 6830W, 3830N 6852W
21	4024N 7315W, 4033N 7304W, 4036N 7250W, 4020N 7250W, 4020N 7315W
22	4036N 7250W, 4040N 7230W, 4020N 7230W, 4020N 7250W
23	404730N 7230W, 405330N 7210W, 4020N 7210W, 4020N 7230W
24	4020N 7315W, 4020N 7250W, 3954N 7250W, 401130N 7315W
25	4020N 7250W, 4020N 7230W, 4000N 7230W, 4000N 7250W
26	4020N 7230W, 4020N 7210W, 4000N 7210W, 4000N 7230W
27	4000N 7250W, 4000N 7230W, 3940N 7230W, 3954N 7250W
28	4000N 7230W, 4000N 7210W, 3926N 7210W, 3940N 7230W

FIGURE 2-1A (CONT'D)

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FIGURE 2-1A (CONT'D)

SURFACE AREA GRID COORDINATES FOR ATLANTIC CITY OPERATING AREA

1	3909N 7437W then 3 NM from and parallel to the shoreline to 3954N 7401W, 40N 7352W, 40N 7337W, 3952N 7329W, 3944N 7341W to origin
2	3944N 7341W, 3944N 7317W, 394347N 731630W, 393330N 733315W to origin
3	394347N 731630W, 3941N 7310W, 392340N 725720W, 391120N 7317W, 393330N 733315W to origin
4	392340N 725720W, 390130N 724130W, 384940N 7301W, 391120N 7317W to origin
5	390130N 724130W, 3846N 7230W, 3826N 7244W, 384940N 7301W to origin
6	3944N 7341W, 393330N 733315W, 392130N 735250W, 3932N 740030W to origin
7	393330N 733315W, 391120N 7317W, 385940N 733620W, 392130N 735250W to origin
8	391120N 7317W, 384940N 7301W, 383750N 732015W, 385940N 733620W to origin
9	384940N 7301W, 3826N 7244W, 3820N 7248W, 383515N 732420W to origin
10	3932N 740030W, 392130N 735250W, 390950N 741130W, 3920N 7419W to origin
11	392130N 735250W, 385940N 733620W, 3848N 735515W, 390950N 741130W to origin
12	385940N 733620W, 383750N 732015W, 383515N 732420W, 3848N 735515W to origin
13	3920N 7419W, 390950N 741130W, 390114N 7425W, 3909N 7437W to origin
14	390950N 741130W, 3848N 735515W, 3858N 7420W, 390114N 7425W to origin

FIGURE 2-1B

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FIGURE 2-1B (CONT'D)

SURFACE AREA GRID COORDINATES FOR VIRGINIA CAPES OPERATING AREA

1A1	364901N 7530W, 364833N 7515W, 3639N 7515W, 364045N 7530W
1A2	364833N 7515W, 364801N 7500W, 363713N 7500W, 3639N 7515W
1A3	364045N 7530W, 3639N 7515W, 362833N 7515W, 363130N 7530W
1A4	3639N 7515W, 363713N 7500W, 362533N 7500W, 362833N 7515W
1B1	364801N 7500W, 364733N 7445W, 363524N 7445W, 363713N 7500W
1B2	364733N 7445W, 364655N 7428W, 363317N 7428W, 363524N 7445W
1B3	363713N 7500W, 363524N 7445W, 362231N 7445W, 362533N 7500W
1B4	363524N 7445W, 363317N 7428W, 361903N 7428W, 362231N 7445W
1C1	364655N 7428W, 364618N 7412W, 363116N 7412W, 363317N 7428W
1C2	364618N 7412W, 364543N 7358W, 362929N 7358W, 363116N 7412W
1C3	363317N 7428W, 363116N 7412W, 361544N 7412W, 361903N 7428W
1C4	363116N 7412W, 362929N 7358W, 361248N 7358W, 361544N 7412W
1D1	364543N 7358W, 364507N 7344W, 362739N 7344W, 362929N 7358W
1D2	364507N 7344W, 364429N 7330W, 362548N 7330W, 362739N 7344W
1D3	362929N 7358W, 362739N 7344W, 360951N 7344W, 361248N 7358W
1D4	362739N 7344W, 362548N 7330W, 360651N 7330W, 360951N 7344W
1E1	364429N 7330W, 364354N 731730W, 362408N 731730W, 362548N 7330W
1E2	364354N 731730W, 364317N 7305W, 362225N 7305W, 362408N 731730W
1E3	362548N 7330W 362408N 731730W, 360409N 731730W, 360651N 7330W

FIGURE 2-1C

FACSFACVACAPESINST 3120.1J

1E4	362408N 731730W, 362225N 7305W, 360125N 7305W, 360409N 731730W
1F1	364317N 7305W, 364239N 725230W, 362042N 725230W, 362225N 7305W
1F2	364239N 725230W, 364209N 723958W, 361857N 7240W, 362042N 725230W
1F3	362225N 7305W, 362042N 725230W, 355840N 725230W, 360125N 7305W
1F4	362042N 725230W, 361857N 7240W, 355554N 7240W, 355840N 725230W
2A	3800N 7500W, 3800N 7445W, 3745N 7445W, 3745N 7500W
2B	3800N 7445W, 3800N 7430W, 3745N 7430W, 3745N 7445W
2C	3745N 7500W, 3745N 7445W, 3730N 7445W, 3730N 7500W
2D	3745N 7445W, 3745N 7430W, 3730N 7430W, 3730N 7445W
2A1	363130N 7530W, 362833N 7515W, 361756N 7515W, 3622N 7530W
2A2	362833N 7515W, 362533N 7500W, 361351N 7500W, 361756N 7515W
2A3	3622N 7530W, 361756N 7515W, 360720N 7515W, 3613N 7530W
2A4	361756N 7515W, 361351N 7500W, 360137N 7500W, 360720N 7515W
2B1	362533N 7500W, 362231N 7445W, 360943N 7445W, 361351N 7500W
2B2	362231N 7445W, 361903N 7428W, 360459N 7428W, 360943N 7445W
2B3	361351N 7500W, 360943N 7445W, 355551N 7445W, 360137N 7500W
2B4	360943N 7445W, 360459N 7428W, 354916N 7428W, 355551N 7445W
2C1	361903N 7428W, 361544N 7412W, 360029N 7412W, 360459N 7428W
2C2	361544N 7412W, 361248N 7358W, 355630N 7358W, 360029N 7412W
2C3	360459N 7428W, 360029N 7412W, 354301N 7412W, 354916N 7428W
2C4	360029N 7412W, 355630N 7358W, 353730N 7358W, 354301N 7412W
2D1	361248N 7358W, 360951N 7344W, 355230N 7344W, 355630N 7358W

FIGURE 2-1C (CONT'D)

2D2	360951N 7344W, 360651N 7330W, 354827N 7330W, 355230N 7344W
2D3	355630N 7358W, 355230N 7344W, 353156N 7344W, 353730N 7358W
2D4	355230N 7344W, 354827N 7330W, 352620N 7330W, 353156N 7344W
2E1	360651N 7330W, 360409N 731730W, 354449N 731730W, 354827N 7330W
2E2	360409N 731730W, 360125N 7305W, 354108N 7305W, 354449N 731730W
2E3	354827N 7330W, 354449N 731730W, 352118N 731730W, 352620N 7330W
2E4	354449N 731730W, 354108N 7305W, 351614N 7305W, 352118N 731730W
2F1	360125N 7305W, 355840N 725230W, 353727N 725230W, 354108N 7305W
2F2	355840N 725230W, 355554N 7240W, 353343N 7240W, 353727N 725230W
2F3	354108N 7305W, 353727N 725230W, 351108N 725230W, 351614N 7305W
2F4	353727N 725230W, 353343N 7240W, 350535N 7240W, 351108N 725230W
3A	3800N 7430W, 3800N 7415W, 3745N 7415W, 3745N 7430W
3B	3800N 7415W, 3800N 7400W, 3745N 7400W, 3745N 7415W
3C	3745N 7430W, 3745N 7415W, 3730N 7415W, 3730N 7430W
3D	3745N 7415W, 3745N 7400W, 3730N 7400W, 3730N 7415W
3A1	3613N 7530W, 360720N 7515W, 3556N 7515W, 360325N 7530W
3A2	360720N 7515W, 360137N 7500W, 354832N 7500W, 3556N 7515W
3A3	360325N 7530W, 3556N 7515W, 354358N 7515W, 355451N 7530W
3A4	3556N 7515W, 354832N 7500W, 353256N 7500W, 354325N 751415W, 354358N 7515W
3B1	360137N 7500W, 355551N 7445W, 354101N 7445W, 354832N 7500W
3B2	355551N 7445W, 354916N 7428W, 353225N 7428W, 354101N 7445W
3B3	354832N 7500W, 354101N 7445W, 352149N 7445W, 353256N 7500W

FIGURE 2-1C (CONT'D)

3B4	354101N 7445W, 353225N 7428W, 350907N 7428W, 352149N 7445W
3C1	354916N 7428W, 354301N 7412W, 352416N 7412W, 353225N 7428W
3C2	354301N 7412W, 353730N 7358W, 351704N 7358W, 352416N 7412W
3C3	353225N 7428W, 352416N 7412W, 345701N 7412W, 350907N 7428W
3C4	352416N 7412W, 351704N 7358W, 344621N 7358W, 345701N 7412W
3D1	353730N 7358W, 353156N 7344W, 350950N 7344W, 351704N 7358W
3D2	353156N 7344W, 352620N 7330W, 350232N 7330W, 350950N 7344W
3D3	351704N 7358W, 350950N 7344W, 343537N 7344W, 344621N 7358W
3D4	350950N 7344W, 350232N 7330W, 343217N 7330W, 342917N 733423W, 343310N 734050W, 343537N 7344W
3E1	352620N 7330W, 352118N 731730W, 345558N 731730W, 350232N 7330W
3E2	352118N 731730W, 351614N 7305W, 344915N 7305W, 344048N 731730W
3E3	350232N 7330W, 345558N 731730W, 344048N 731730W, 343217N 7330W
3E4	351614N 7305W, 350535N 7240W, 344915N 7305W
4A	3800N 7400W, 3800N 7345W, 3745N 7345W, 3745N 7400W
4B	3800N 7345W, 3800N 7330W, 3745N 7330W, 3745N 7345W
4C	3745N 7400W, 3745N 7345W, 3730N 7345W, 3730N 7400W
4D	3745N 7345W, 3745N 7330W, 3730N 7330W, 3730N 7345W
5A	3800N 7330W, 3800N 7315W, 3745N 7315W, 3745N 7330W
5B	3800N 7315W, 3800N 7305W, 3757N 7300W, 3745N 725432W, 3745N 7315W
5C	3745N 7330W, 3745N 7315W, 3730N 7315W, 3730N 7330W
5D	3745N 7315W, 3745N 725432W, 3730N 724743W, 3730N 7315W
6	3700N 7554W, 3703N 7554W then 3 NM from and parallel to the shoreline to 3730N 753430W, 3730N 7530W, 3700N 7530W
7A	3730N 7530W, 3730N 7515W, 3715N 7515W, 3715N 7530W
7B	3730N 7515W, 3730N 7500W, 3715N 7500W, 3715N 7515W

FIGURE 2-1C (CONT'D)

7C	3715N 7530W, 3715N 7515W, 3700N 7515W, 3700N 7530W
7D	3715N 7515W, 3715N 7500W, 3700N 7500W, 3700N 7515W
8A	3730N 7500W, 3730N 7445W, 3715N 7445W, 3715N 7500W
8B	3730N 7445W, 3730N 7430W, 3715N 7430W, 3715N 7445W
8C	3715N 7500W, 3715N 7445W, 3700N 7445W, 3700N 7500W
8D	3715N 7445W, 3715N 7430W, 3700N 7430W, 3700N 7445W
9A	3730N 7430W, 3730N 7415W, 3715N 7415W, 3715N 7430W
9B	3730N 7415W, 3730N 7400W, 3715N 7400W, 3715N 7415W
9C	3715N 7430W, 3715N 7415W, 3700N 7415W, 3700N 7430W
9D	3715N 7415W, 3715N 7400W, 3700N 7400W, 3700N 7415W
10A	3730N 7400W, 3730N 7345W, 3715N 7345W, 3715N 7400W
10B	3730N 7345W, 3730N 7330W, 3715N 7330W, 3715N 7345W
10C	3715N 7400W, 3715N 7345W, 3700N 7345W, 3700N 7400W
10D	3715N 7345W, 3715N 7330W, 3700N 7330W, 3700N 7345W
11A	3730N 7330W, 3730N 7315W, 3715N 7315W, 3715N 7330W
11B	3730N 7315W, 3730N 7300W, 3715N 7300W, 3715N 7315W
11C	3715N 7330W, 3715N 7315W, 3700N 7315W, 3700N 7330W
11D	3715N 7315W, 3715N 7300W, 3700N 7300W, 3700N 7315W
12A	3730N 7300W, 3730N 724743W, 3715N 724055W, 3715N 7300W
12B	3715N 7300W, 3715N 724055W, 371257N 7240W, 3700N 7240W, 3700N 7300W
13	3630N 754730W then 3 NM from and parallel to the shoreline to 3650N 7554W, 3655N 7554W, 3655N 7530W, 3630N 7530W
20	600N 7535W then 3 NM from and parallel to the shoreline to 3630N 754730W, 3630N 7530W, 3600N 7530W
27	3530N 7525W then 3 NM from and parallel to the shoreline to 3600N 7535W, 3600N 7530W, 355450N 7530W, 353256N 7500W, 3530N 7500W
33	3530N 7525W, 3530N 7500W, 350845N 7500W
34A	353256N 7500W, 351036N 7430W, 351036N 7500W
34B	351036N 7500W, 351036N 7430W, 3500N 7430W, 3500N 744942W, 350851N 7500W
39	3500N 744942W, 3500N 7430W, 344257N 7430W
40A	351036N 7430W, 345701N 7412W, 3445N 7412W, 3445N 7430W

FIGURE 2-1C (CONT'D)

40B	345701N 7412W, 344621N 7358W, 3445N 7358W, 3445N 7412W
40C	3445N 7430W, 3445N 7412W, 342712N 7412W, 344257N 7430W,
40D	3445N 7412W, 3445N 7358W, 3430N 7358W, 3430N 7412W
43	344620N 7358W, 343537N 7344W, 343310N 734050W, 342917N 733423W 341404N 735704W, 342712N 7412W, 3430N 7412W, 3430N 7358W
44A	3837N 75W, 3845N 7453W, 3845N 7445W, 3830N 7445W, 3830N 7459W then 3 NM from and parallel to the shoreline to origin
44B	3845N 7445W, 3845N 7430W, 3830N 7430W, 3830N 7445W to origin
44C	3830N 7459W, 3830N 7445W, 3815N 7445W, 3815N 750315W then 3 NM from and parallel to the shoreline to origin
44D	3830N 7445W, 3830N 7430W, 3815N 7430W, 3815N 7445W to origin
45A	3845N 7430W, 3845N 7420W, 3842N 7415W, 3830N 7415W, 3830N 7430W to origin
45B	3842N 7415W, 3833N 7400W, 3830N 7400W, 3830N 7415W to origin
45C	3830N 7430W, 3830N 7415W, 3815N 7415W, 3815N 7430W to origin
45D	3830N 7415W, 3830N 7400W, 3815N 7400W, 3815N 7415W to origin
46	3833N 7400W, 3815N 7330W, 3815N 7400W to origin
47A	3815N 7504W, 3815N 7445W, 3800N 7445W, 3800N 7511W then 3 NM from and parallel to the shoreline to origin
47B	3815N 7445W, 3815N 7430W, 3800N 7430W, 3800N 7445W to origin
48A	3815N 7430W, 3815N 7415W, 3800N 7415W, 3800N 7430W to origin
48B	3815N 7415W, 3815N 7400W, 3800N 7400W, 3800N 7415W to origin
49A	3815N 7400W, 3815N 7345W, 3800N 7345W, 3800N 7400W to origin
49B	3815N 7345W, 3815N 7330W, 3800N 7330W, 3800N 7345W to origin
50	3815N 7330W, 3800N 7305W, 3800N 7330W to origin

FIGURE 2-1C (CONT'D)

SURFACE AREA GRID COORDINATES FOR CHERRY POINT OPERATING AREA

1	3450N 7615W then 3 NM from and parallel to the shoreline to 3530N 7525W, 3513N 7505W, 3440N 7604W
2	3457N 7534W, 3432N 7505W, 3413N 7532W, 3440N 7604W
3	3513N 7505W, 345010N 743840W, 3432N 7505W, 3457N 7534W
4	3432N 7505W, 3415N 744630W, 335616N 751338W, 3413N 7532W
5	345010N 743840W, 343410N 742005W, 3415N 744630W, 3432N 7505W
6	3415N 744630W, 335515N 742415W, 3336N 7452W, 335616N 751338W
7	343410N 742005W, 3414N 7357W, 335515N 742415W, 3415N 744630W
8	3450N 7615W, 3440N 7604W, 3417N 7645W, 343745N 7656W then 3 NM from and parallel to the shoreline
9	342806N 762506W, 340430N 760530W, 3349N 7630W, 3417N 7645W
10	3440N 7604W, 342015N 754036W, 340430N 760530W, 342806N 762506W
11	340430N 760530W, 334030N 754630W, 3320N 761441W, 3349N 7630W
12	342015N 754036W, 3413N 7532W, 340030N 751924W, 334030N 754630W, 340430N 760530W
13	334030N 754630W, 3313N 752430W, 3250N 7557W, 3320N 761441W
14	340030N 751924W, 3336N 7452W, 3313N 752430W, 334030N 754630W
15	343745N 7656W, 3417N 7645W, 335045N 773030W, 342330N 7730W then 3 NM from and parallel to the shoreline

FIGURE 2-1D

FACSFACVACAPESINST 3120.1J

16 340415N 770706W, 3333N 7655W, 3310N 7731W, 335045N 773030W

17 3417N 7645W, 3349N 7630W, 3333N 7655W, 340415N 770706W

18 3333N 7655W, 3300N 7642W, 3300N 7729W, 3310N 7731W

19 3349N 7630W, 3320N 761441W, 3300N 7642W, 3333N 7655W

20 3300N 7642W, 3239N 7642W, 3239N 772415W, 3300N 7729W

21 3320N 761441W, 3250N 7557W, 3239N 7612W, 3239N 7642W, 3300N 7642W

22 3239N 772415W, 3239N 7650W, 321215N 7650W, 3220N 7720W

23 3239N 7650W, 3239N 7612W, 3212N 7649W, 32121530N 7650W

FIGURE 2-1D (CONT'D)

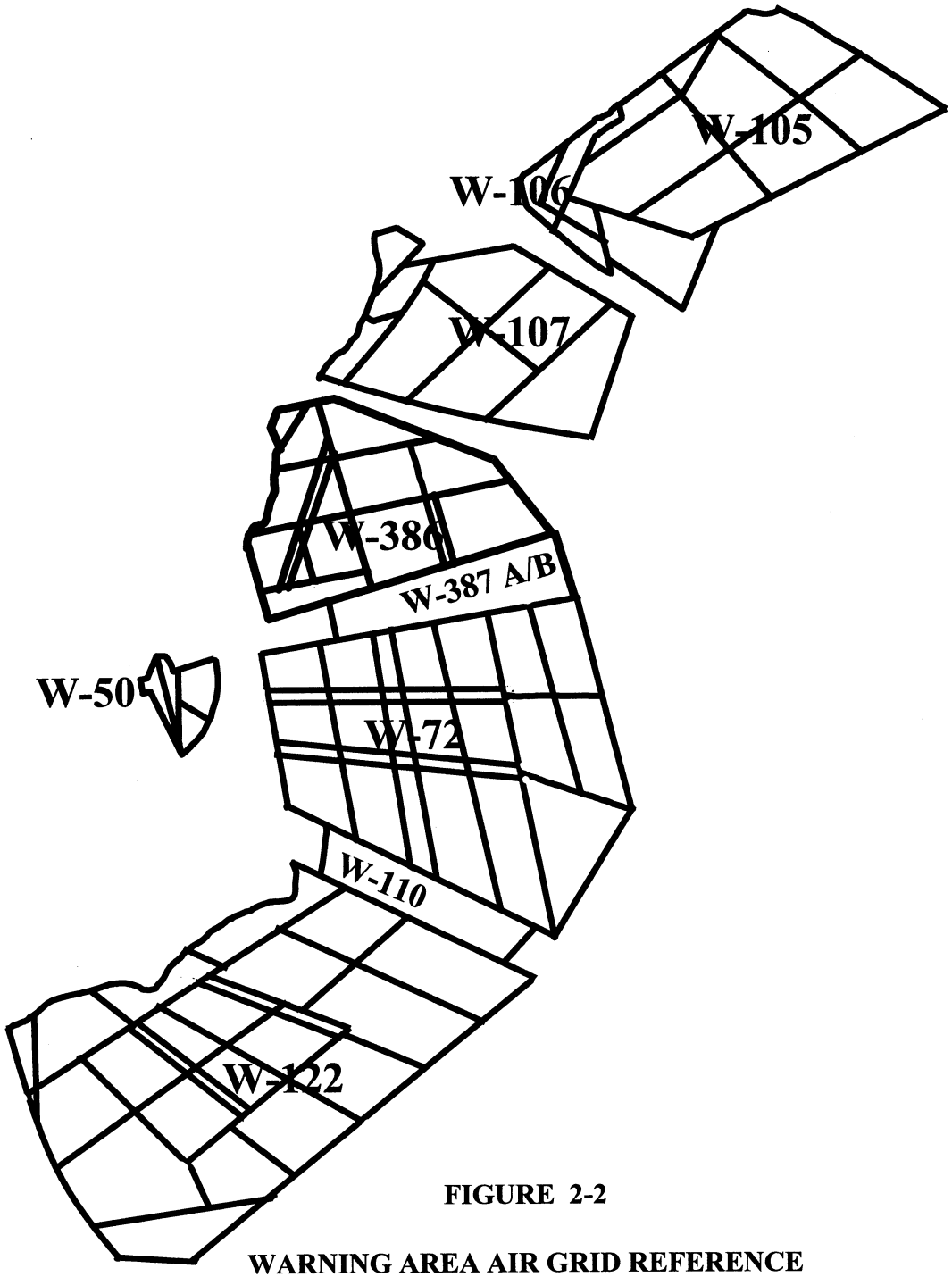


FIGURE 2-2

WARNING AREA AIR GRID REFERENCE

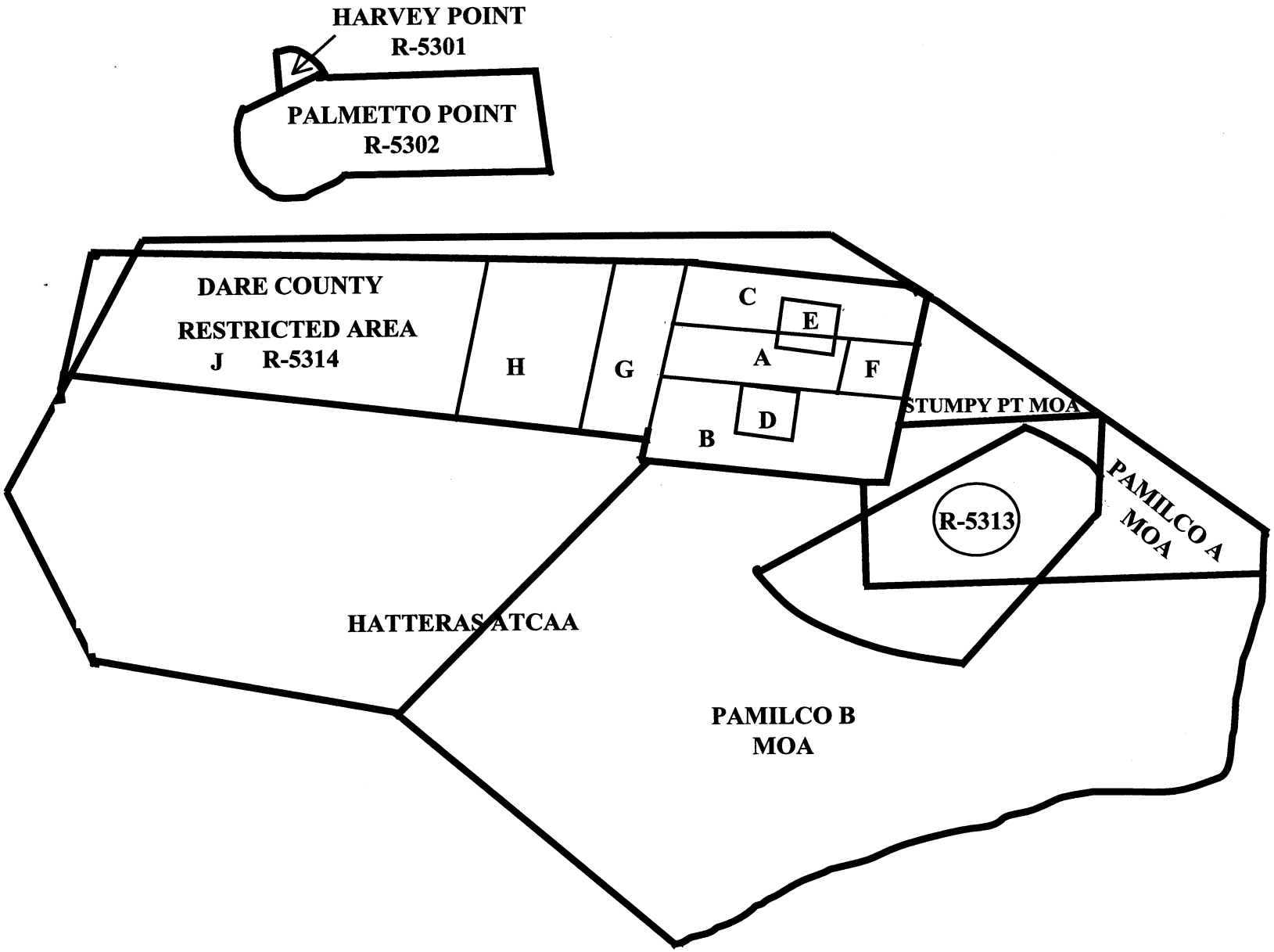


FIGURE 2-3A

NORTH CAROLINA MILITARY OPERATING AREAS (MOAs) ATCAAs AND RESTRICTED AREAS

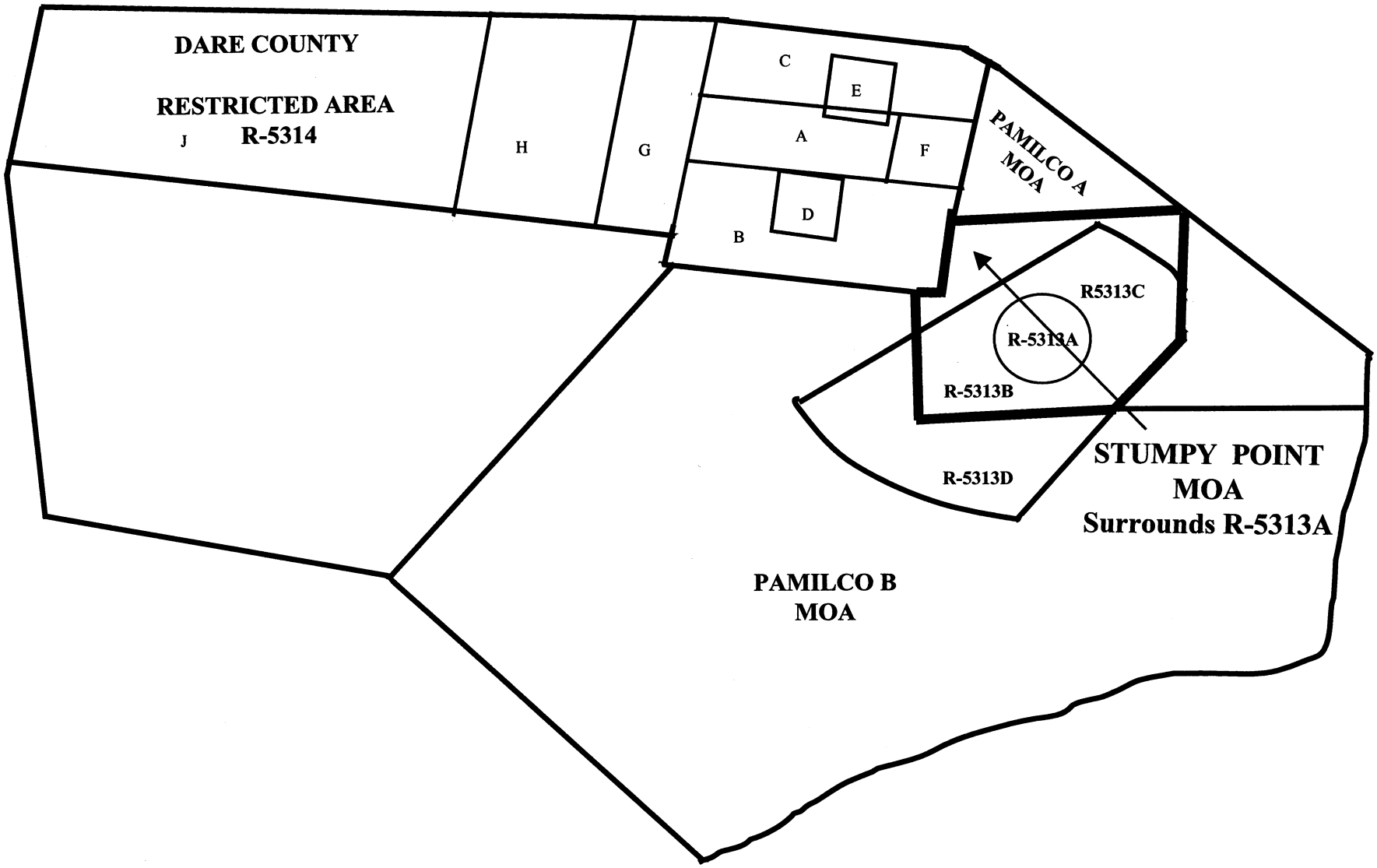


FIGURE 2-3B

STUMPY POINT MOA (SFC-7,999)

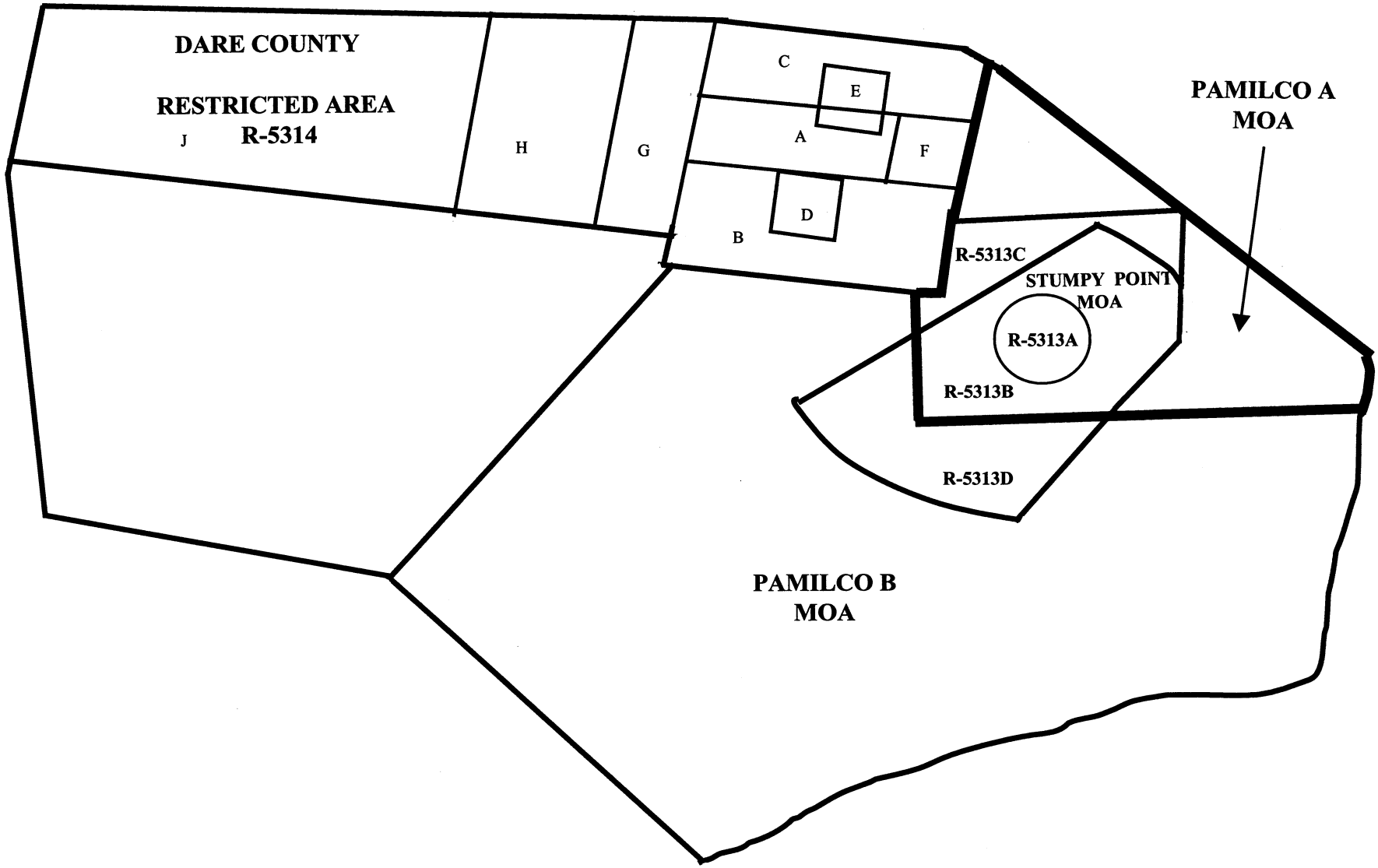


FIGURE 2-3C

PAMILCO A MOA (8000FT-FL180)

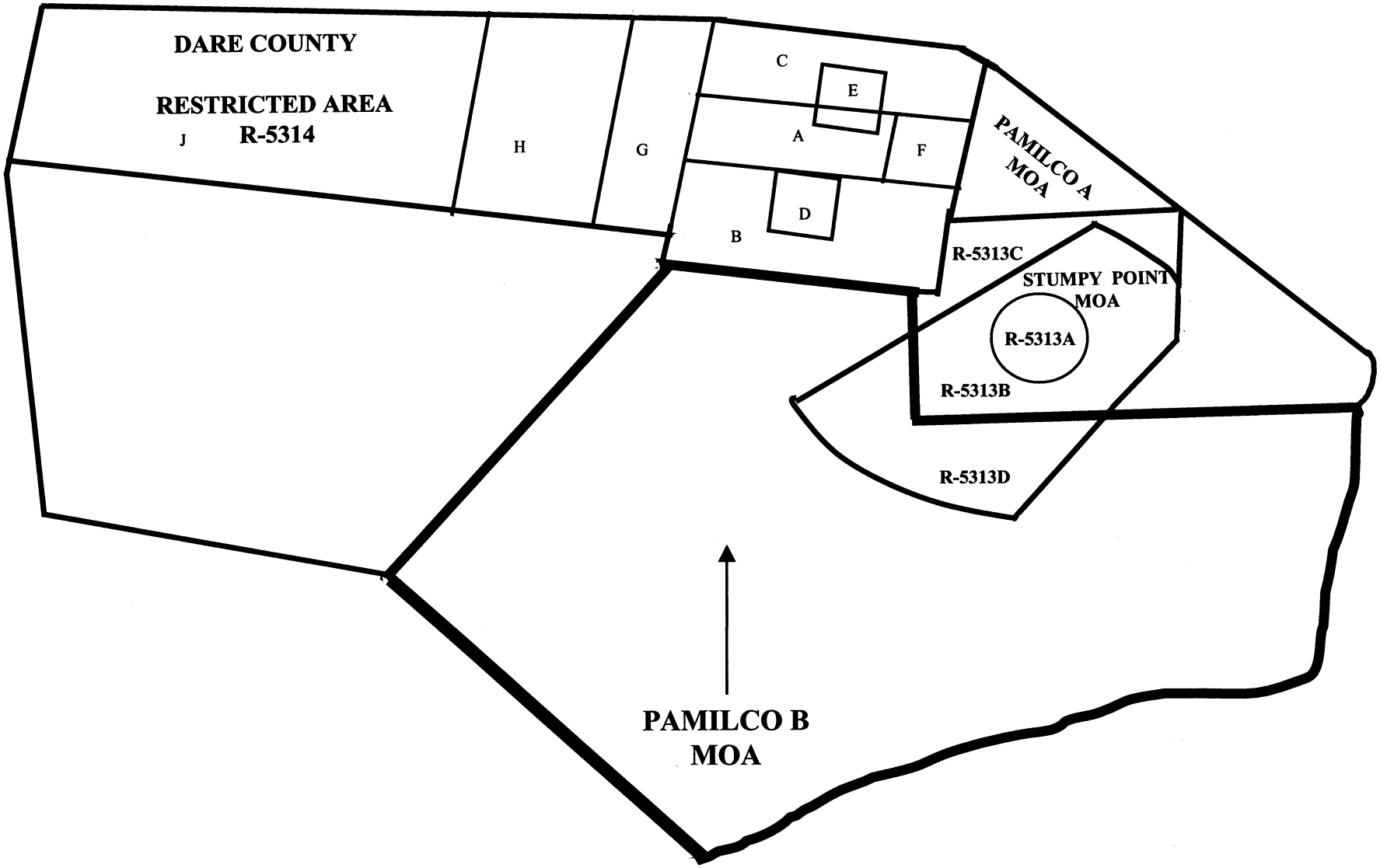


FIGURE 2-3D

PAMLICO B MOA (8000FT-FL180)

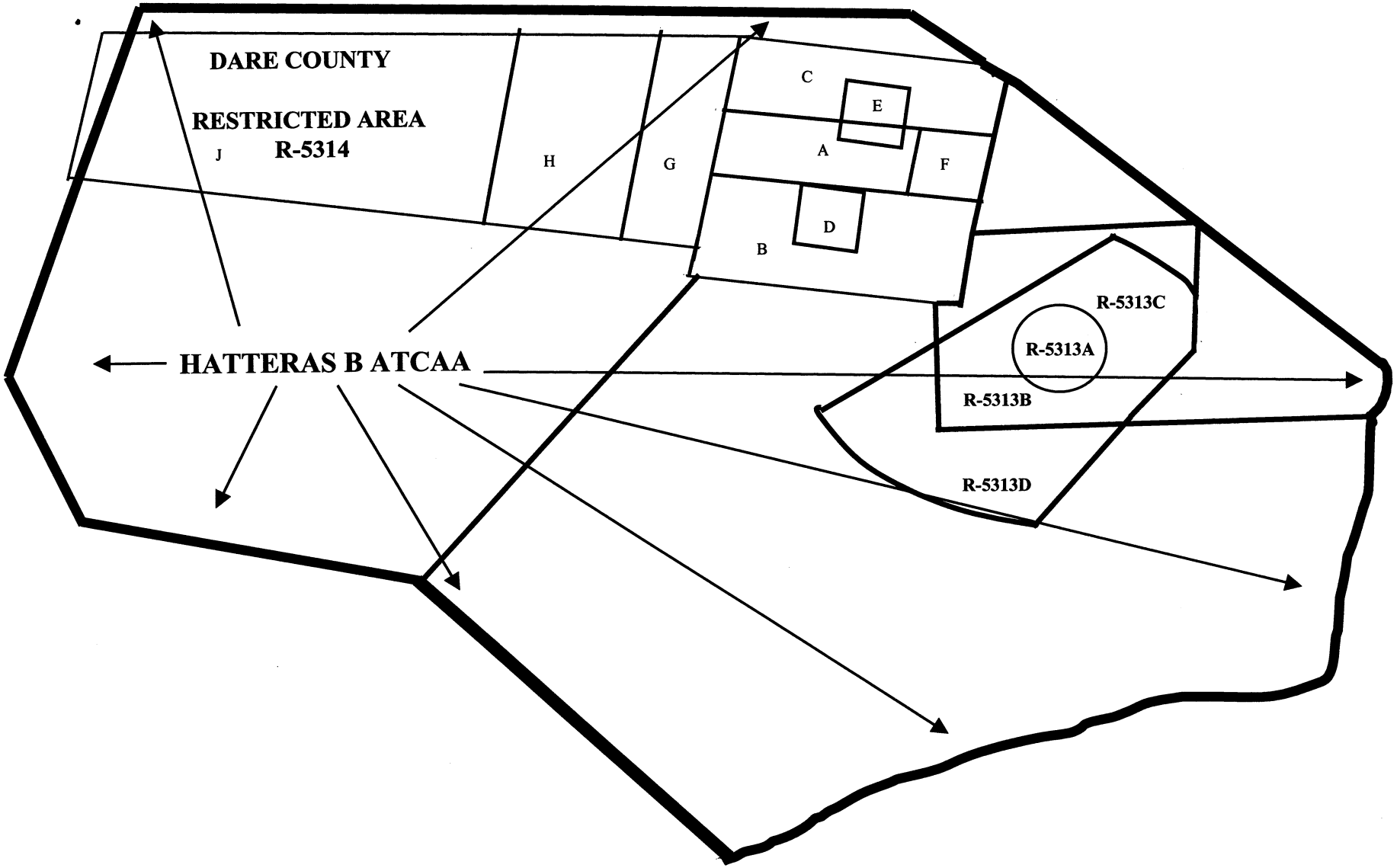


FIGURE 2-3E

HATTERAS B ATCAA (FL240-FL600)

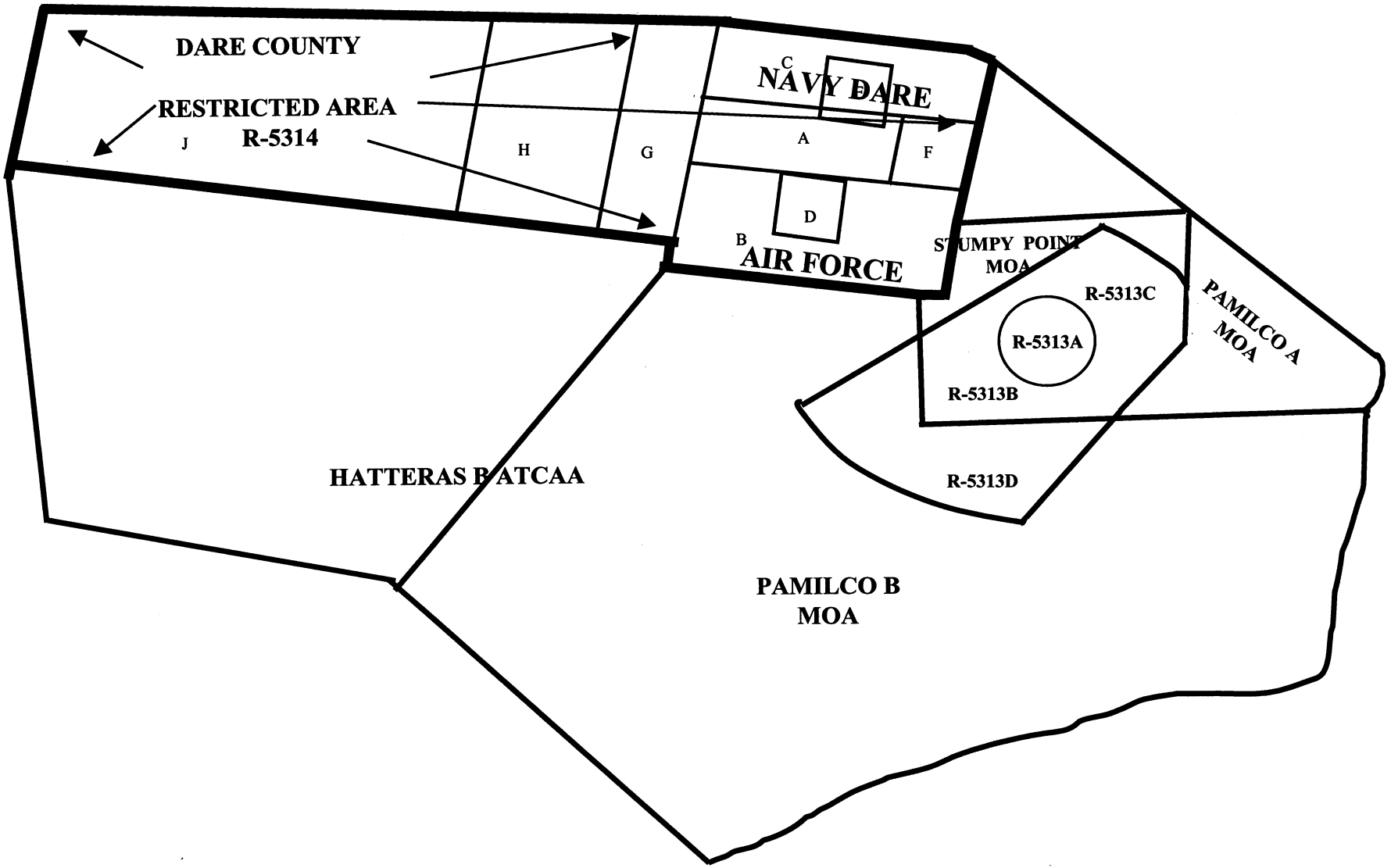


FIGURE 2-3F

DARE COUNTY BOMBING RANGE

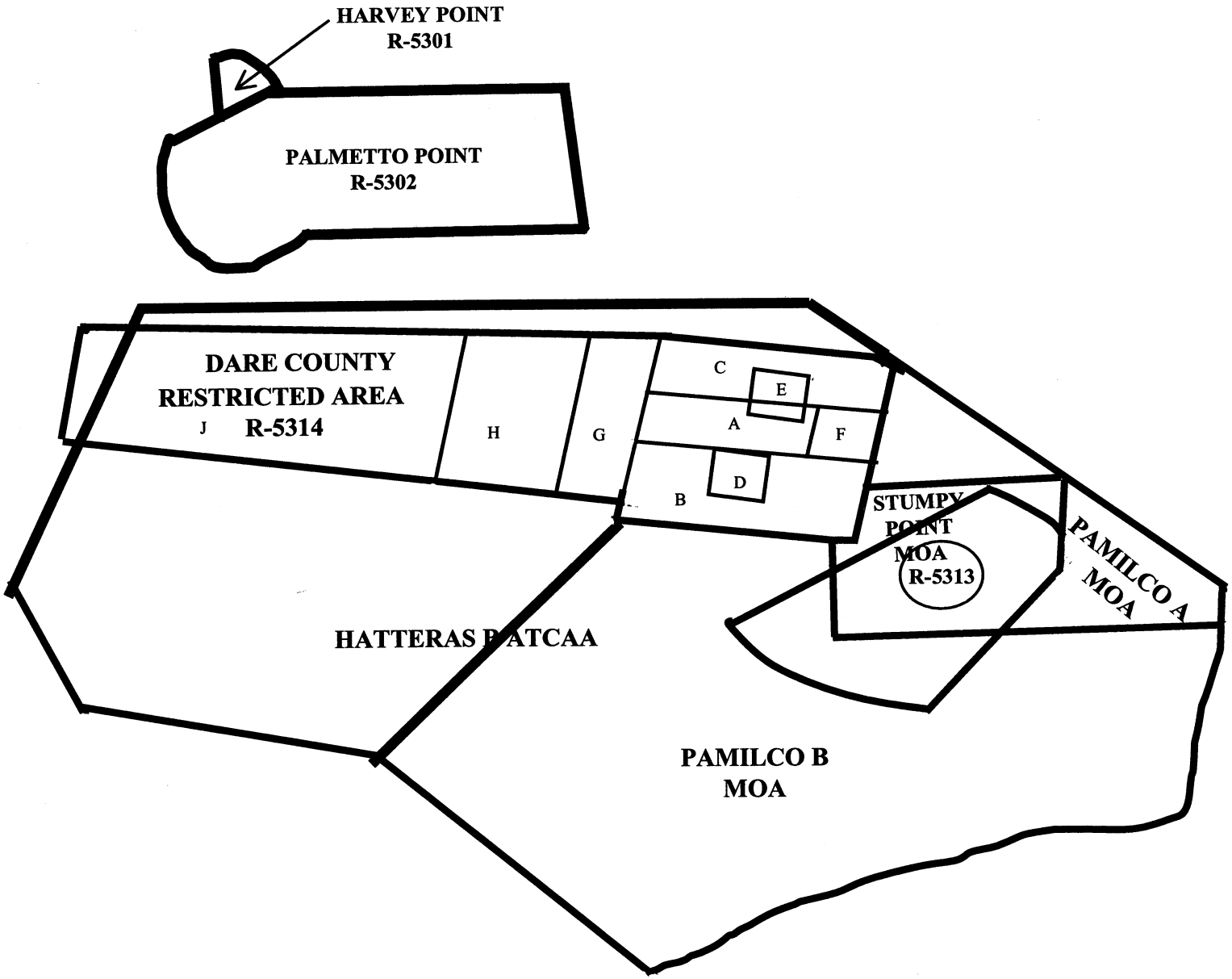


FIGURE 2-3G

PALMETTO POINT/HARVEY POINT

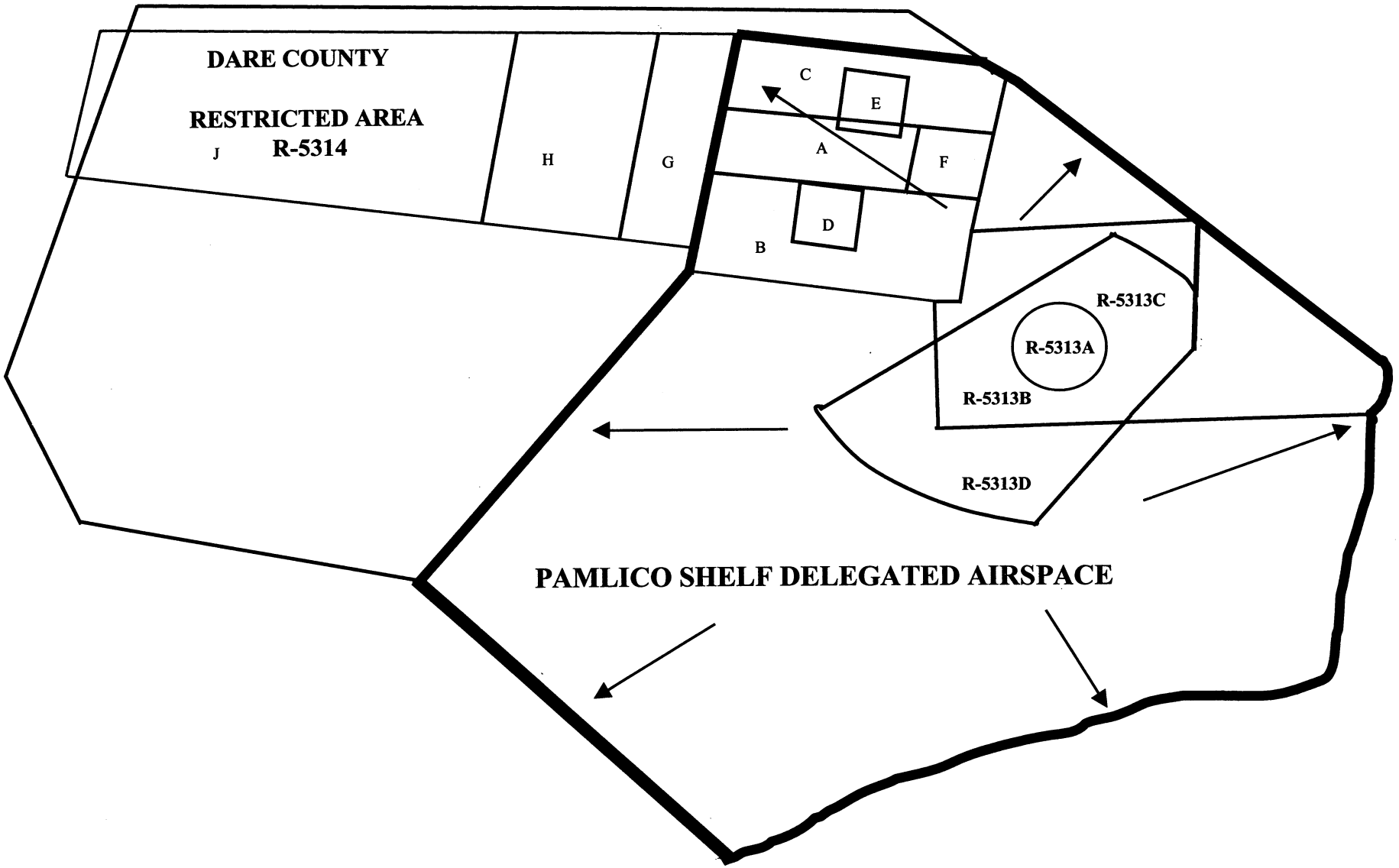


FIGURE 2-3H

PAMLICO SHELF (15000 MSL-FL230)

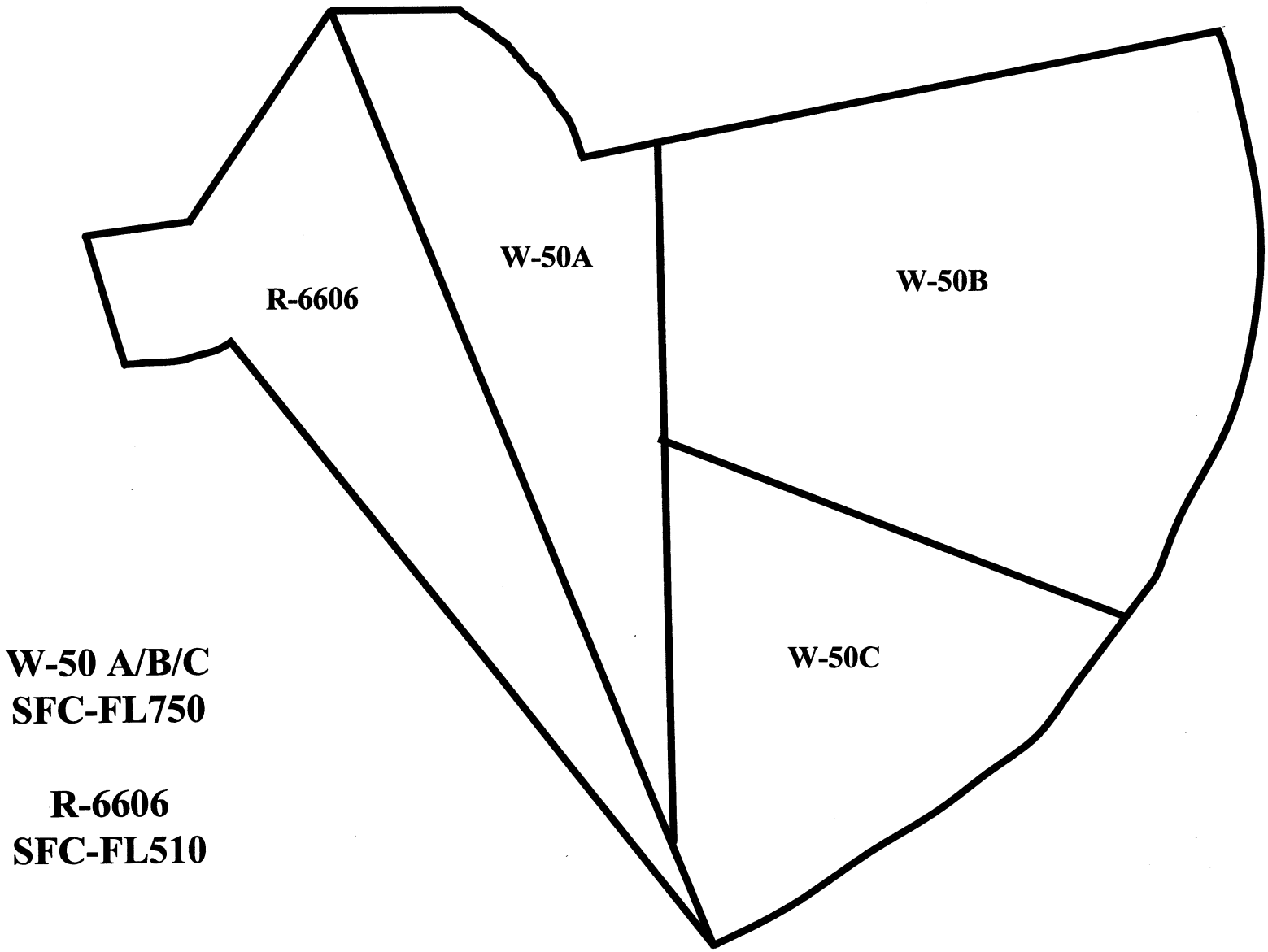


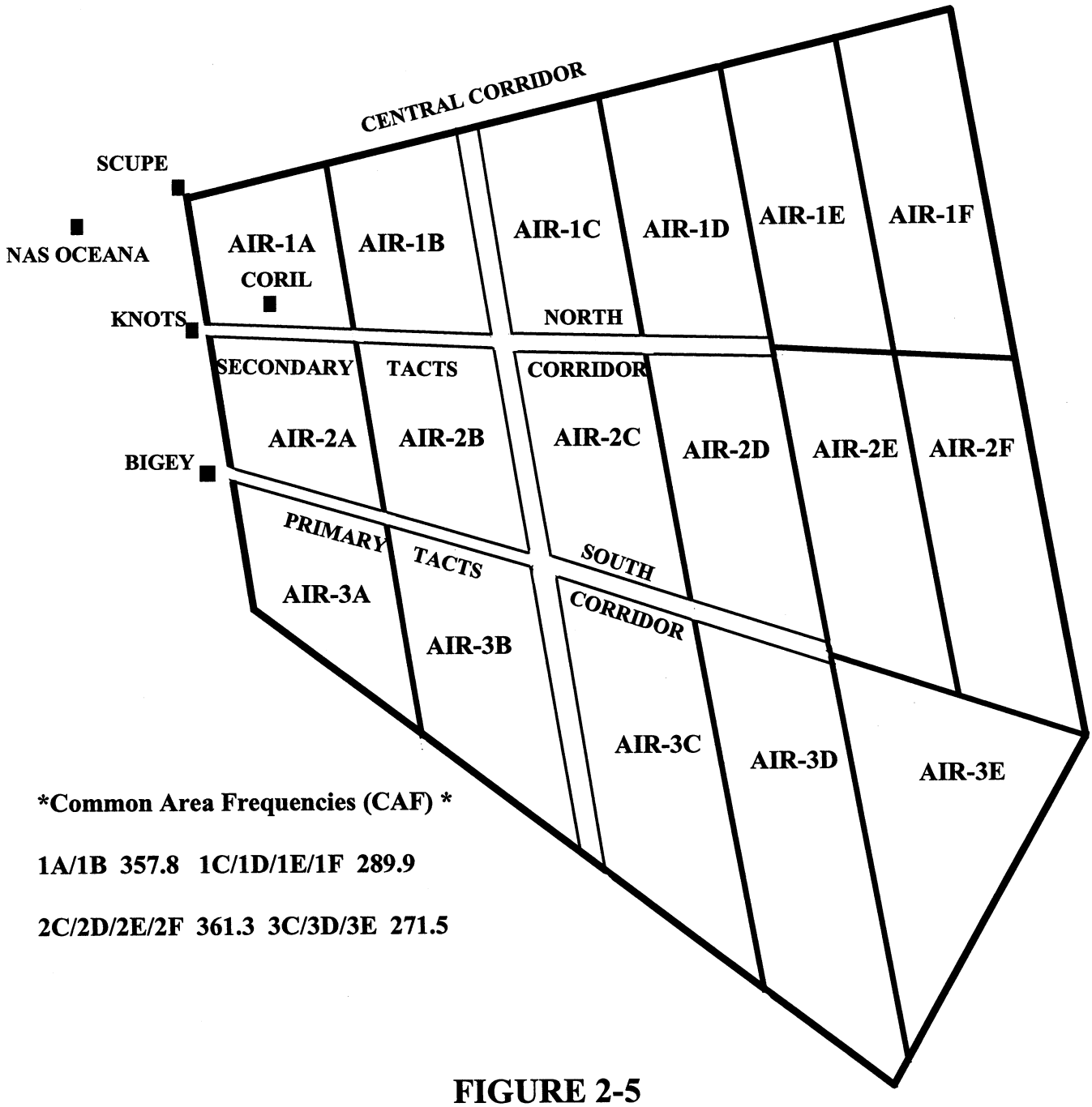
FIGURE 2-4

WARNING AREA 50 (W-50) RESTRICTED AREA 6606 (R-6606)

ALL AREAS SFC-UNL

TACTS RANGE
5,000MSL-UNL

W-72 AIR GRID



*Common Area Frequencies (CAF) *

1A/1B 357.8 1C/1D/1E/1F 289.9

2C/2D/2E/2F 361.3 3C/3D/3E 271.5

FIGURE 2-5
WARNING AREA 72 (W-72)

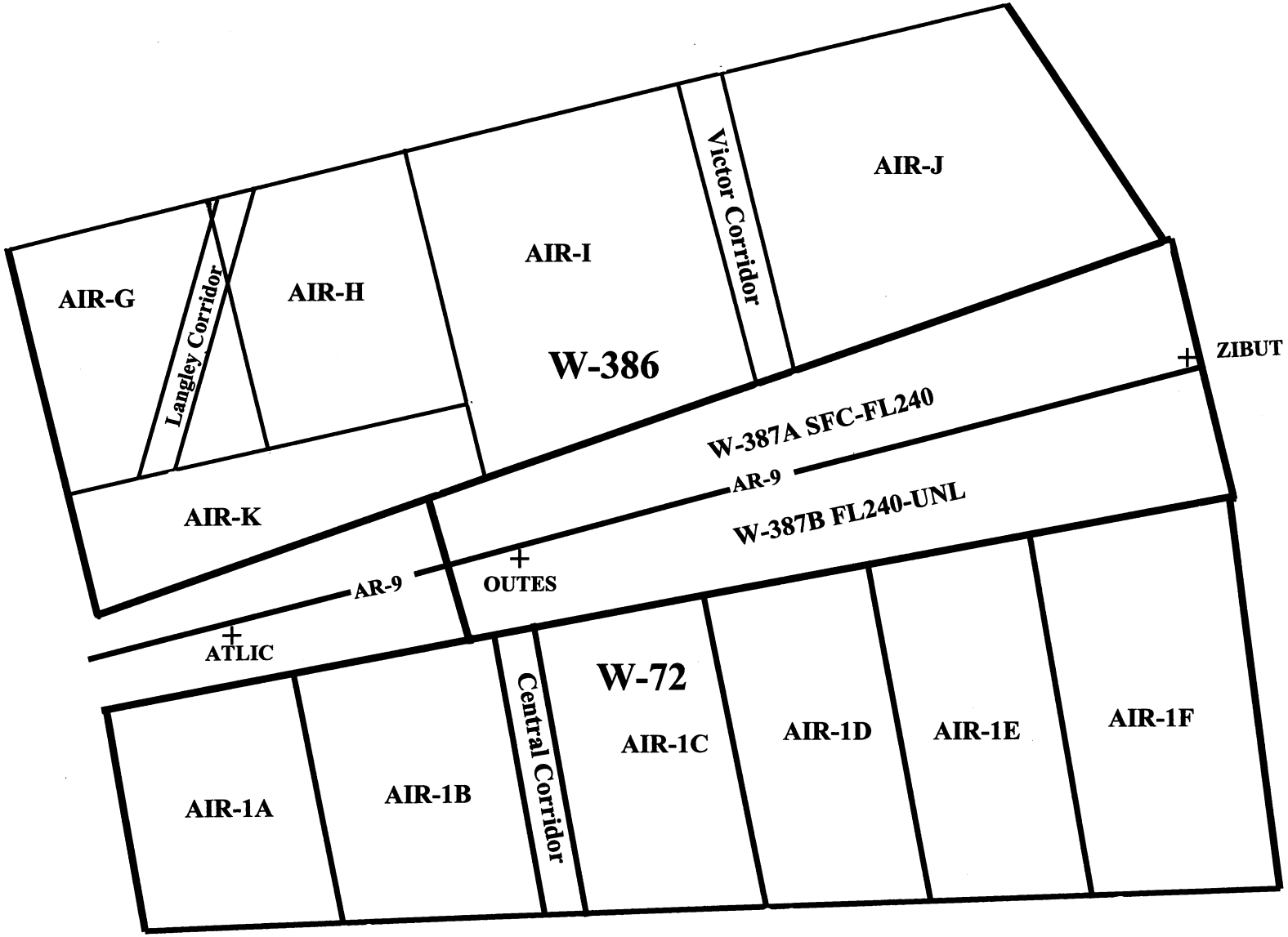


FIGURE 2-6
WARNING AREA 387 (W-387)

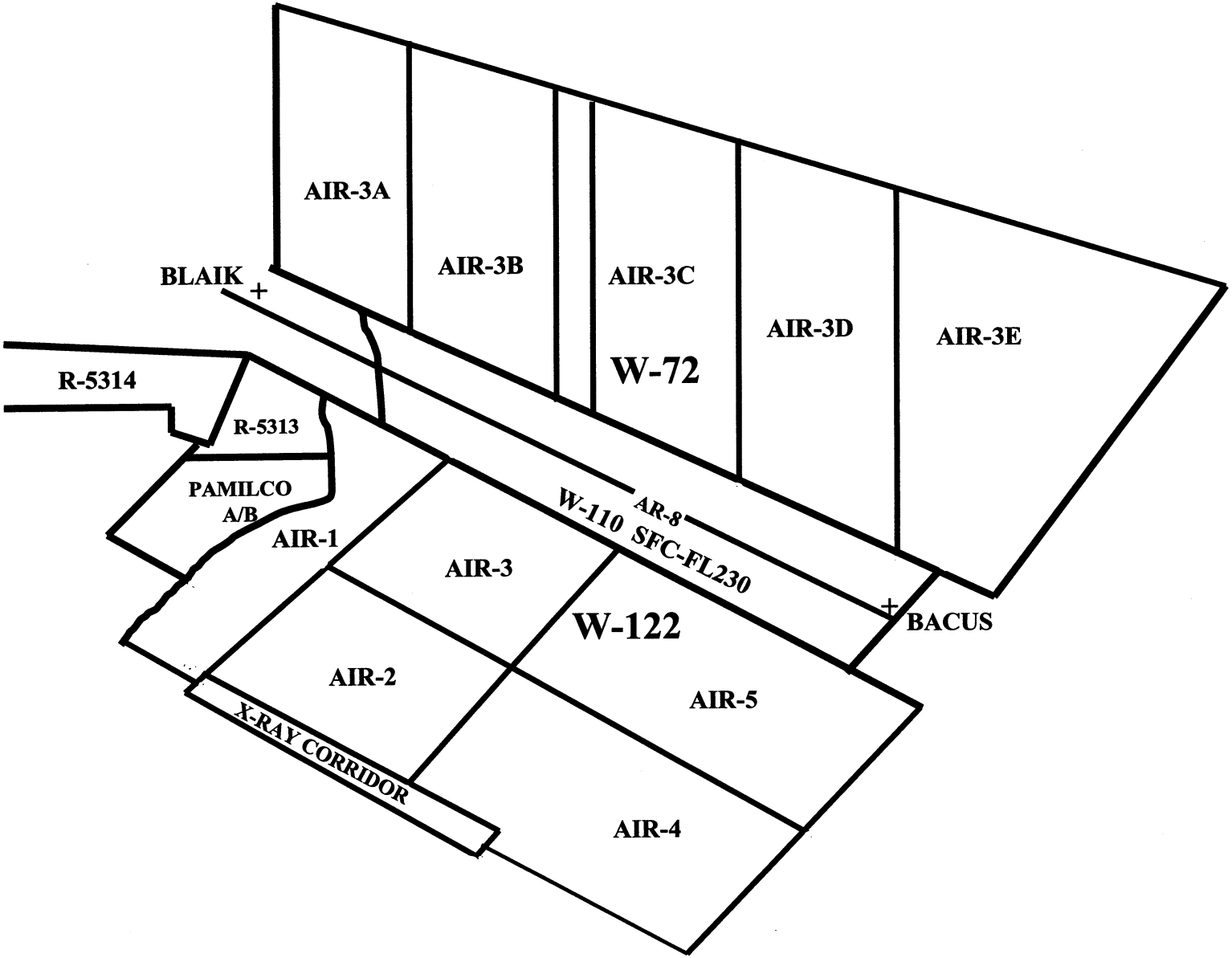


FIGURE 2-7
WARNING AREA 110 (W-110)

W-386 AIR GRID

ALL AREAS SFC-UNL

AIR -A SFC-FL230

COMMON AREA FREQUENCIES (CAF)

AIR A-F 312.3
AIR G-J AND W-387 350.0
AIR-K 346.6

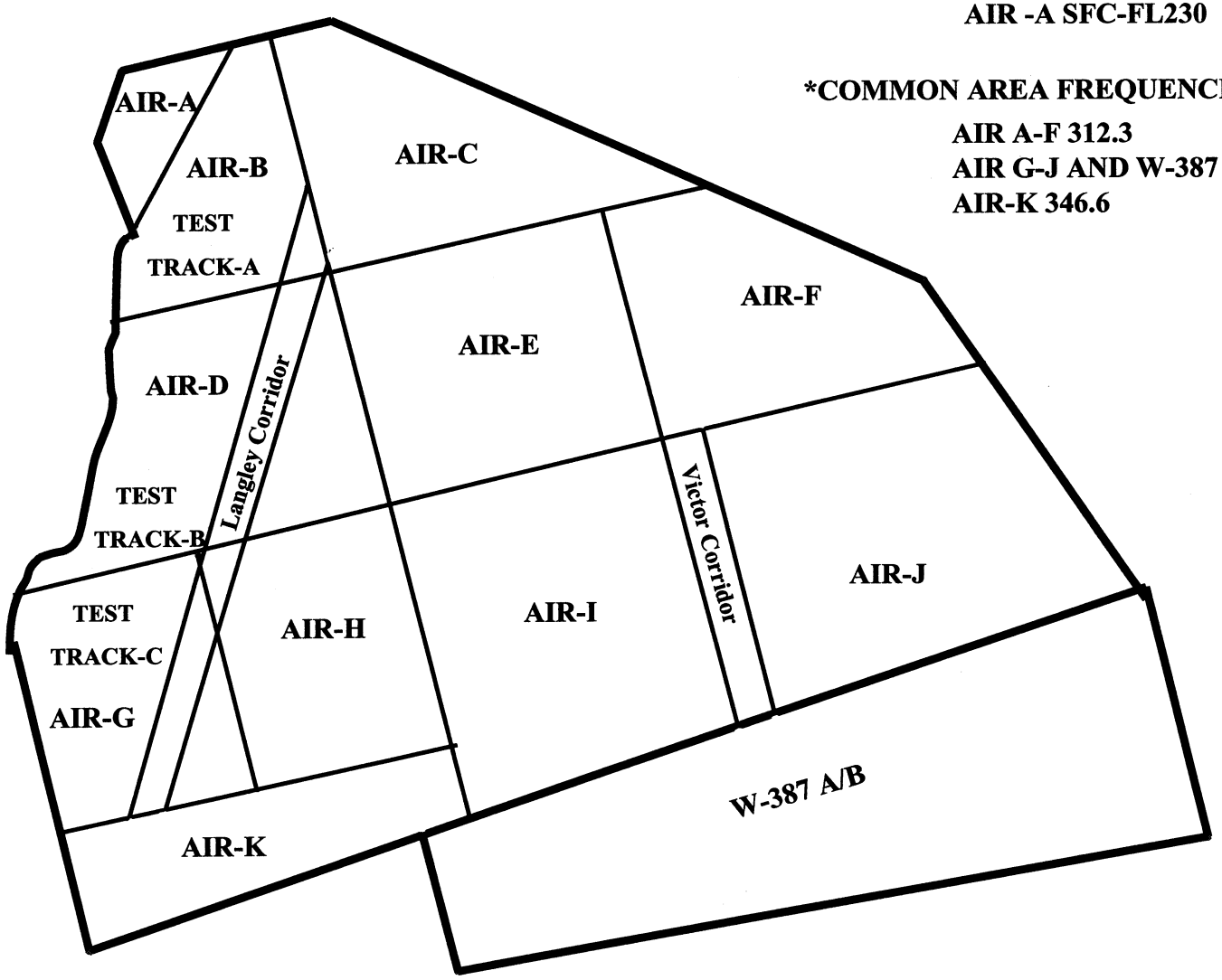


FIGURE 2-8
WARNING AREA 386 (W-386)

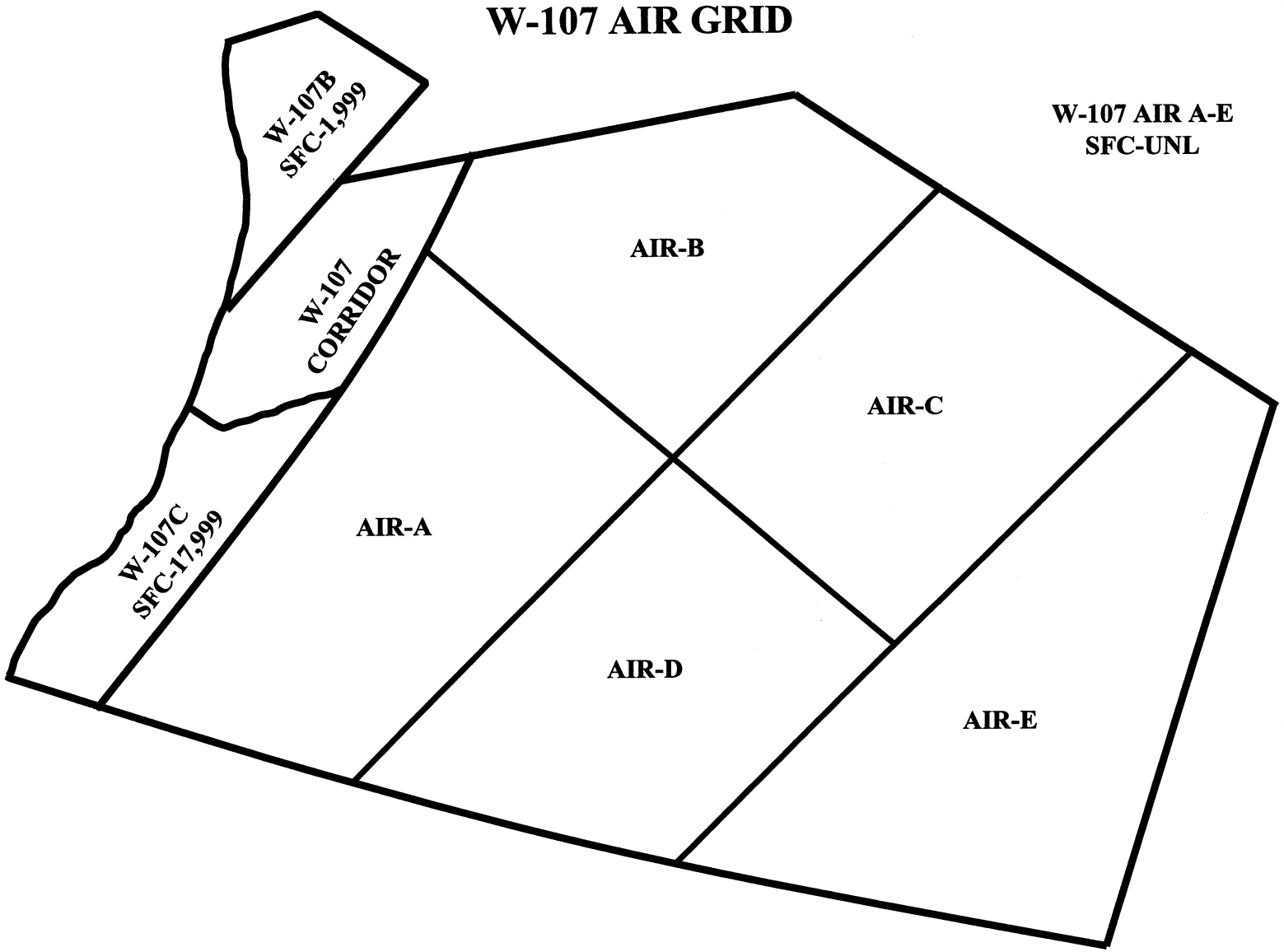


FIGURE 2-9
WARNING AREA 107 (W-107)

W-105/W-106 AIR GRID

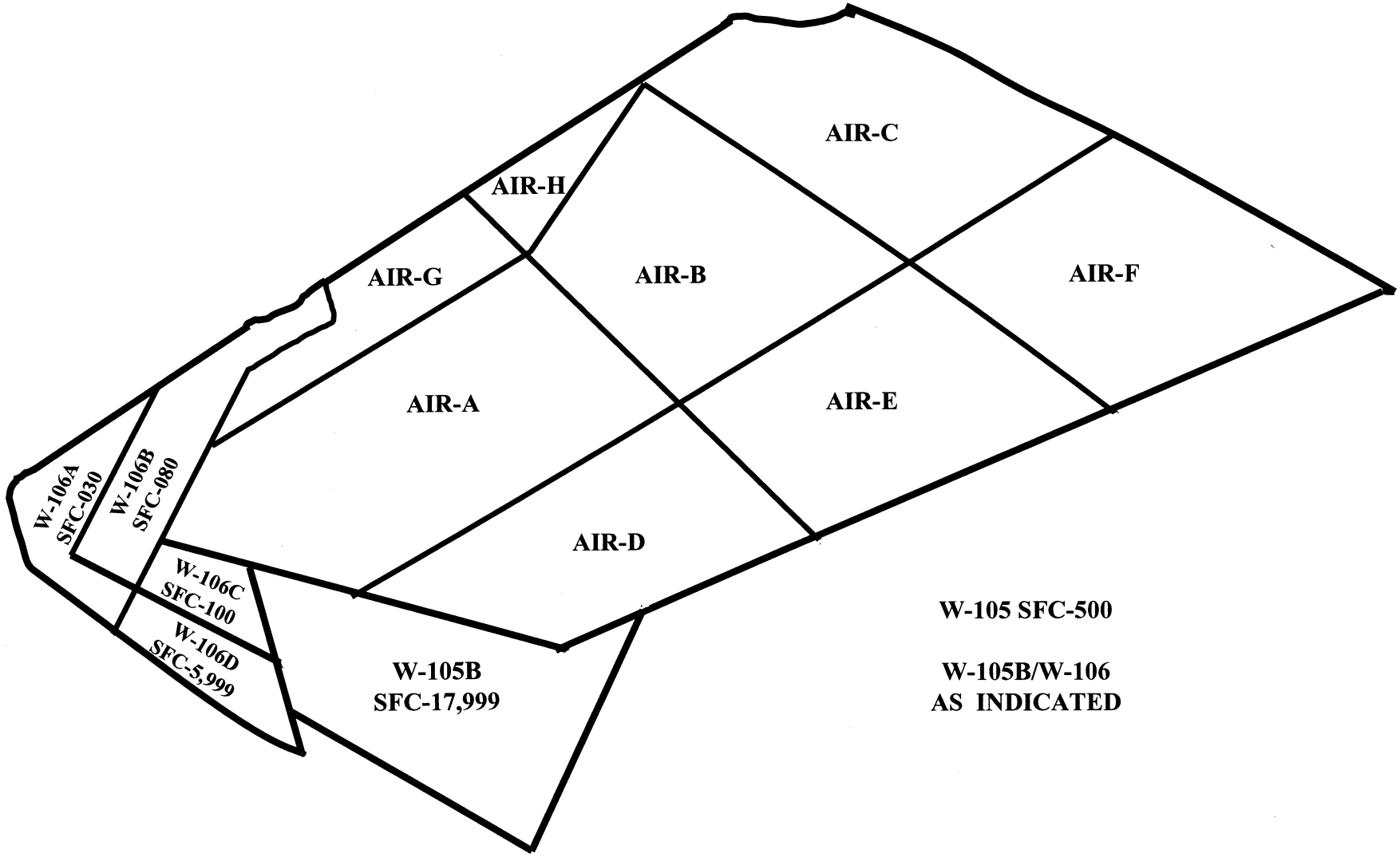


FIGURE 2-10
WARNING AREA 105 (W-105)/106 (W-106)

W-122 AIR GRID

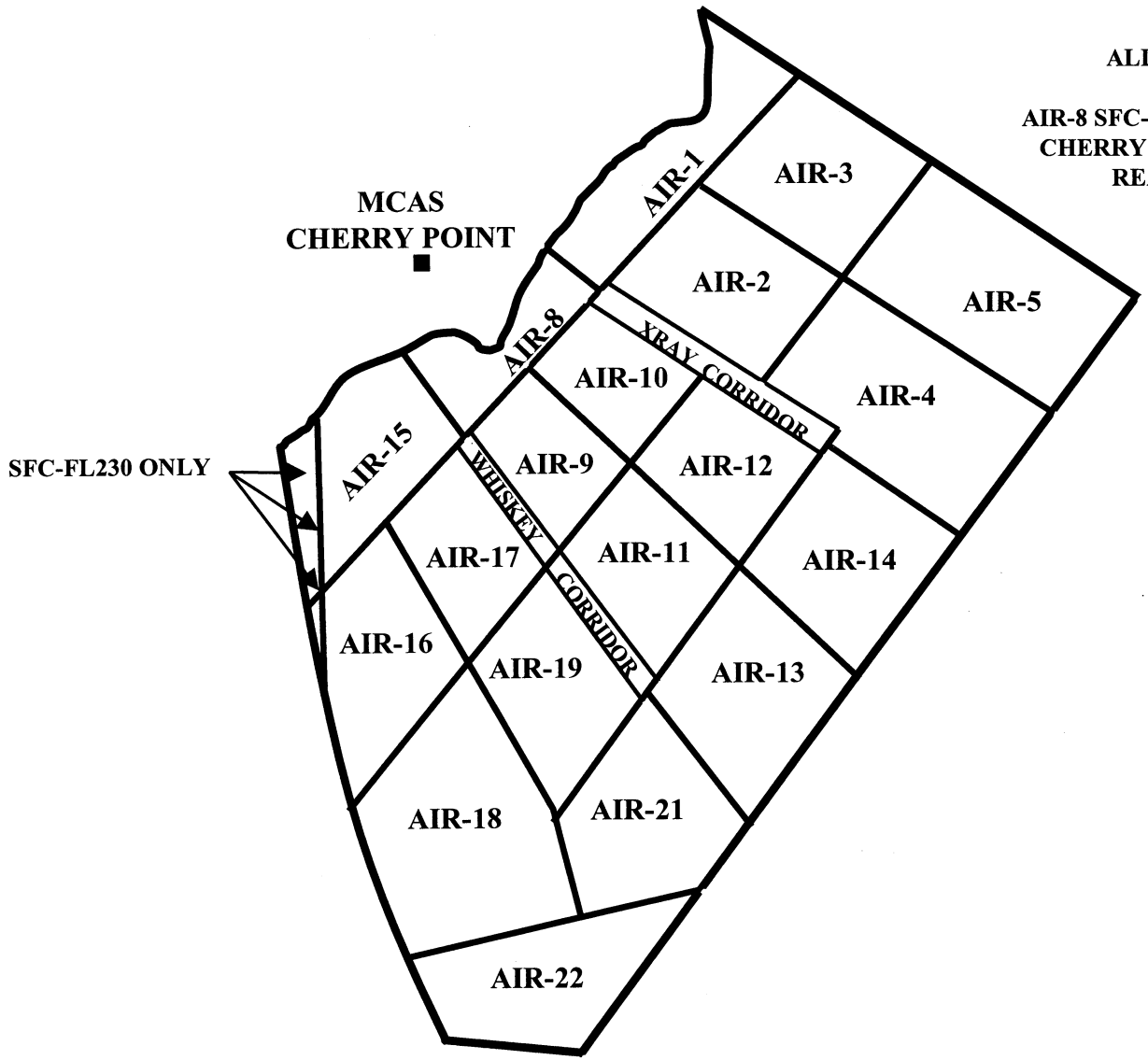


FIGURE 2-11
WARNING AREA 122 (W-122)

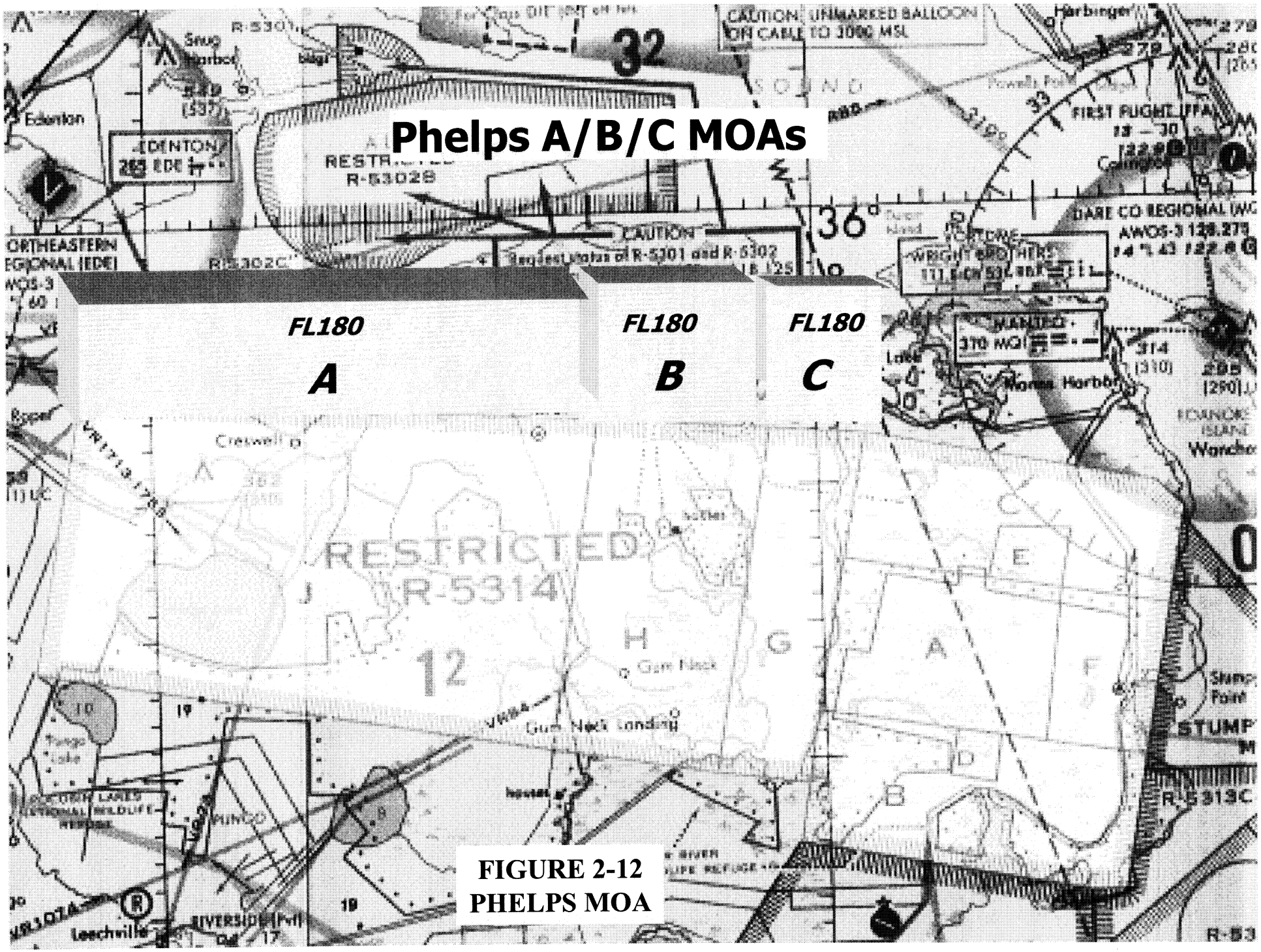


FIGURE 2-12
PHELPS MOA

CHAPTER III

REQUESTING, SCHEDULING, CANCELING, AND COORDINATING OPAREAS, SERVICES AND TARGETS

301. GENERAL. This chapter addresses procedures required to schedule events through FACSFAC VACAPES. Thorough knowledge of OPAREAs, warning areas, targets, and services is strongly recommended prior to preparation of a request to ensure accurate and expeditious processing by FACSFAC VACAPES schedulers. Chapter II contains general guidelines for utilizing air, surface, and subsurface OPAREAs under the cognizance of FACSFAC VACAPES. For a detailed description of services available, refer to Appendix D.

302. REQUEST FORMAT. All requests for OPAREAs, targets and services shall be in the following format. An example OPAREA request message is contained in Appendix E.

a. Unit name.

b. Point of contact with phone number. (POTS/INMARSAT number if deployed).

c. Dates and times (ZULU).

d. The areas or subareas desired (see figures 2-1 through 2-11 for numbering) and altitudes/depth required.

e. Type of operation or exercise to be conducted and priority in accordance with Appendix G (see paragraph 310.1). Use a plain language description vice FXP/MTP codes.

f. Services requested.

g. Remarks (Delete if not applicable).

303. OPAREA REQUEST REQUIREMENTS. The following requirements shall be adhered to in formulating all requests:

a. OPORDERs, MOVEREPs, Notices of Intent(NOI), Variable Depth SONAR (VDS) notes, and latitude/longitude position reports and CATAS advisories are unacceptable for OPAREA request purposes.

b. Operations which may be hazardous to, or interfere with non-participating units, require an exclusive use clearance. Weekly clearances do not authorize hazardous activities. Clearances for concurrent/non-hazardous air, surface and subsurface operations are granted in weekly standard events and need not be requested. High priority requests for concurrent use

(i.e. carrier qualifications, and special operations) should be requested to ensure desired area is not assigned to another unit for an exclusive/hot event.

c. Operating requirements for depths, altitude, area size, etc., should be reviewed by the requesting unit prior to submission to preclude over-scheduling.

d. Operations requiring both air and surface areas shall identify both the air warning areas and surface OPAREAs desired.

e. If services are requested, the originator shall ensure an area clearance is requested for the servicing unit(s).

f. Air clearance requests shall include specific altitudes required.

g. Clearance requests for all submarine operations (surfaced or submerged) shall be addressed to COMSUBLANT NORFOLK VA//SEAC//. Units who desire to conduct TACTAS, VDS, NIXIE, diving, EOD etc. shall request specific clearance from FACSFAC VACAPES at least 48 hours in advance and info COMSUBLANT NORFOLK VA//SEAC// on the request message. W-72 surface grid 3B and W-122 surface grid 18 are exempt from the 48 hour advance notice requirement. These areas may be prescheduled with the FACSFAC VACAPES schedulers or real-time scheduled with the FACSFAC VACAPES Area Coordinator (757) 433-1320, DSN 433-1320 or HF/Satellite radio circuit.

h. All requests shall be received by FACSFAC VACAPES no later than 0800 local on Monday of the week preceding the week which the event is requested. Additional planning time should be allowed based on exercise priority, magnitude, and exclusivity of the area(s) requested. Request for small arms clearance (50 cal and smaller) need not be submitted to FACSFAC VACAPES. The unit conducting small arms fire shall be responsible for clearing their own range. Ships are not required to request OPAREAS for transit or Deck Landing Qualifications (DLQ). All non-participating units must remain clear of hot/exclusive areas.

i. An Officer Conducting Exercise (OCE) shall be named for all multi-unit exercises. The OCE is responsible for coordinating requests (or preferably, submitting a composite request) and promulgating the PRE-EX LOI.

304. SERVICE REQUEST REQUIREMENTS. FACSFAC VACAPES is responsible for scheduling Commercial Air Service aircraft. These aircraft provide tracking, RDT&E, towed targets, EW, ASTAC and AIC services. Due to limited numbers of commercial aircraft, requests for services are scheduled on a priority basis (Appendix G). Requests for fleet aircraft services (i.e. Fighter, AEW

etc.) should be scheduled via ISIC at the CINCLANTFLT quarterly scheduling conference. Emergent requests for fleet aircraft services should be coordinated via ISIC with COMNAVAIRLANT N34A (757) 444-2723. Adherence to the following guidelines will assist in expediting approval:

a. Request only those services, number of serving units, and time periods necessary to conduct the exercise. Over scheduling denies services to other units.

b. Indicate the amount of time desired for each service event; i.e., 2.0 hours. To ensure the maximum probability of obtaining services, provide specific times. Indicate flexibility limits in all respects in the "remarks" section of the request.

c. Ensure all surface OPAREAS/warning areas required by the servicing unit are requested if in addition to those required by the requesting unit. Units requesting aircraft services (i.e. for a long range track exercise) are responsible for requesting and obtaining the required airspace. Service aircraft are authorized to operate only in the area assigned for the event.

d. Back-up events are not normally scheduled for services with the exception of priority missile exercises, Board of Inspection and Survey (INSURV) and Combat System Ship Qualification Trials (CSSQT).

e. Any ECM/ECCM activity conducted within a FACSFAC VACAPES restricted, danger or warning area must be in accordance with CJCSM 3212.02. Submission of small scale ECM notification must also be in accordance with CJCSM 3212.02. Questions should be directed to the Joint Frequency Management Office Atlantic (JFMOLANT) at DSN 836-8007.

304.1. COMMERCIAL AIRCRAFT SERVICES. Commercial aircraft services satisfy many routine training requirements. Where special equipment, performance, or techniques are required, include this information in the "remarks" section of the services request. Refer to Appendix D for amplifying information on aircraft services. In all cases, communication procedures delineated in paragraph 103.5 shall be followed while controlling service aircraft. Adhere to the following guidelines when requesting aircraft services from FACSFAC VACAPES:

a. FACSFAC VACAPES is the sole scheduler of commercial aircraft services for the VACAPES, Jacksonville, Gulf of Mexico and Puerto Rican OPAREAS. FACSFAC VACAPES shall be an action addressee on all requests for Lear/Prop aircraft regardless of airspace scheduling facility (i.e. FACSFAC JAX, FACSFAC PNCOLA, AFWTF). For OPAREA clearance with regard to exercises involving Lear aircraft, the appropriate scheduling agency as listed in

reference (b) must also be an action addressee. Aircraft must remain within DOD controlled warning areas unless prior coordination has been completed with the FACSFAC VACAPES Oceanic Airspace Coordinator (757) 433-1233.

304.2. DRONE/SEPTAR SERVICES. BQM-74 drone and SEPTAR services shall be addressed to FLECOMPRON SIX.

305. TARGET RANGE REQUEST REQUIREMENTS.

a. FACSFAC VACAPES (FFVC) Target Scheduler, commercial (757) 433-1222/1221 (DSN prefix 433) is responsible for scheduling the Navy portion of Navy Dare County Bombing Range (R-5314A-H,J), Stumpy Point Bombing Range (R-5313A,B,C,D, Palmetto Point Bombing Range (R-5302A,B,C) and Harvey Point Department of Defense Testing Facility (R-5301).

(1) Units shall provide FFVC with their requests via message, fax, or weekly scheduling conference a minimum of 12 days prior to the Monday of the week concerned. Requests are to be submitted in accordance with NASOCEANAINST 3710.19 series.

(2) FACSFAC VACAPES does not provide event confirmation until publication of the Target/Hatteras schedule. The Target/Hatteras schedule is transmitted on Wednesday. When the normal transmission day is a holiday, the schedule will be transmitted on Tuesday. The Target/Hatteras schedule message date-time group is XX1915Z.

(3) Range periods will normally be 45 minutes in length for two aircraft flights and 60 minutes for four aircraft flights.

(4) After publication of the weekly schedule, open range periods will be allocated on first come first served basis, unless special mission requirements dictate otherwise.

(5) Target periods must be canceled by contacting FFVC Target Scheduler (0730-1600 local MON-FRI) or Area Coordinator after normal working hours and holidays. Demand for range time is very high therefore, it is important that cancellation notification be given to FFVC as soon as possible. Only units scheduled for a particular period may cancel that period. Cancellations must be affected prior to FFVC rescheduling that period for another unit.

b. 4OSS/OSOF Wing Scheduling, commercial (919) 722-2129 (DSN 722), is responsible for scheduling the Air Force portion of the Dare County Bombing Range (R-5314A-H, J). Requests are to be submitted in accordance with Seymour Johnson AFB supplement 1 AFR 5-46.

306. HATTERAS ATCAA AND PAMLICO A/B Military Operating Area(MOA) REQUEST REQUIREMENTS. FACSFAC VACAPES (FFVC) Target Scheduler, commercial (757) 433-1222/1221 (DSN prefix 433) is responsible for scheduling the Hatteras Air Traffic Control Assigned Airspace and the Pamlico A and B Military Operations Areas. Follow scheduling requirements from paragraph 305.

307. CHANGE REQUESTS. Changes to operations and exercises are recognized as necessary for optimum training that must rely upon varying equipment and material conditions. FACSFAC VACAPES will accept all changes to requests for OPAREAS and services, however, as changes involving services or exclusive use of OPAREAS affect multiple users, FACSFAC VACAPES' ability to accommodate these changes will depend upon sufficient notice for proper coordination. Advance telephone liaison to notify FACSFAC VACAPES of requested changes is strongly encouraged. All changes, regardless of whether or not telephone liaison has been made, shall be followed by hard copy. The format for a change request message is the same as that for the original request except the subject line shall indicate the message request is a change and shall reference the date-time-group of the original request message. If the FACSFAC VACAPES OPSKED has been published, change requests must reference the OPSKED DTG and each effected event number. Changing hot or exclusive events requires 72 hour notification.

308. CANCELING REQUESTS. Requests for areas and services normally exceed availability. It is important that cancellations are made as soon as the need for area/services no longer exists. Immediate cancellation by phone (for non-deployed units) followed by a cancellation message is required. Use IMMEDIATE precedence as necessary. Cancellations may either cancel the original request message or portions thereof. If the FACSFAC VACAPES OPSKED has been published, cancellations shall reference the OPSKED DTG and each effected event number. In all cases, action addressees shall be FACSFAC VACAPES, the servicing unit(s), and any participating units. It is the user's responsibility to inform all participants of any cancellations.

309. ACTIVATING BACK-UP EVENTS. Because of the scarcity of assets, back-up events are not normally assigned. When they are scheduled for certain exercises, back-up events are automatically canceled unless activation is specifically requested. Back-up events may be activated by telephone or radio communication nets. A follow-up message shall be sent as verification.

310. OPERATING SCHEDULE. The Operating Schedule (OPSKED) for all FACSFAC VACAPES OPAREAS is transmitted on Wednesday. When the transmittal day falls on a holiday, the OPSKED is transmitted

the previous day. The OPSKED is a multi-part message starting with DTG's XX2000Z and XX2001Z.

a. Due to the enormous customer base and limited staffing, users should refer to the FACSFAC VACAPES weekly OPSKED to obtain event numbers.

b. FACSFAC VACAPES will make requested changes to the OPSKED if they do not adversely impact other scheduled events. Additions, changes and cancellations will be published in change messages to the OPSKED. These messages will be numbered sequentially, i.e. FACSFAC VACAPES OPSKED XX-YY Change One (1) DTG XX1901Z.

310.1. SCHEDULING PRIORITIES. Scheduling priorities for areas and services under the cognizance of FACSFAC VACAPES are derived from TAB A to Appendix 26 to Annex C of CINCLANTFLT OPORDER 2000-XX. Refer to Appendix G of this manual for scheduling priorities. This priority system is used for initial scheduling purposes only. Any conflict between two or more requests of the same priority that cannot be resolved by FACSFAC VACAPES will be referred to CINCLANTFLT for resolution.

310.2. PACFIRE SCHEDULING. IAW CNSL MSG DTG 061505Z DEC 99 and CNAL MSG DTG 141533Z DEC 99, the altitude scheduled for 5 inch, 76mm and CIWS PACFIRE is surface-5000 feet. Exercises involving towed targets will be scheduled surface-29,000 feet.

310.3. REAL-TIME SCHEDULING. W-386 Areas 7CD and 8CD within Air K and W-72 Area 3B have a 24 hour Notice to Mariner (NOTMAR) issued. These areas can be pre-scheduled or real-time scheduled for hazardous/exclusive events (GUNEX, BOMBEX, etc.) on a first come first served basis. W-72 Area 3B and W-122 Area 18 are available for real-time Nixie/Towed Array streaming. Contact the FACSFAC VACAPES Area Coordinator 757-433-1320, DSN 433-1320 to conduct real-time scheduling.

311. EVENT COORDINATION. To ensure optimum utilization of scheduled assets, the coordination procedures listed below have been established. These procedures shall be adhered to or loss of services shall result.

a. Letters of Instruction (LOI). An LOI is required for all missile exercises. Refer to reference (a) for details and format.

b. Pre-exercise (PRE-EX) Messages. Units receiving clearance for events involving services from units not embarked or in company shall transmit a PRE-EX message to be received by the servicing unit and FACSFAC VACAPES not less than 24 hours prior to exercise commencement. Units with a standing Letter of

Agreement (LOA) with a servicing unit do not require a PRE-EX for exercises covered by the LOA. All participating/servicing units must be action addressees. FACSFAC VACAPES shall be an action addressee on any PRE-EX involving commercial air services and will pass the information on to the contractor. The message need not repeat the information contained in the OPSKED, but shall reference the FACSFAC VACAPES OPSKED DTG and event number(s) from the appropriate OPSKEDS (e.g., VACAPES, JAX) plus provide any appropriate amplifying data. Pre-exercise messages are not required when a face-to-face briefing is held with all exercise participants including a representative from FACSFAC VACAPES. The following format shall be used for PRE-EX messages for events involving aircraft services:

FM REQUESTING UNIT
TO PROVIDER OF SERVICES (FACSFAC VACAPES OCEANA VA//N7// FOR Commercial Air Services Contractor)
INFO OTHER UNITS INVOLVED
BT
CLASSIFICATION //SSIC//
MSGID/UNIT NAME/MONTH//
SUBJ/PRE-EX MSG EVT (APPROPRIATE OPSKED EVENT NUMBERS)//
REF/A/RMG/FACSFAC VACAPES OCEANA VA/(OPSKED DTG)//
REF/B/RMG/FACSFAC VACAPES OCEANA VA/(OPSKED DTG)//
RMKS/
1. IAW REFS A AND B, PRE-EX INFO AS FOL:
A. AMSH 1707 SERIES OR JANAP 119 CALL SIGN
B. TACAN CHANNEL AND IDENTIFIER (IF APPLICABLE)
C. MISSION PROFILES(S)
D. RDVU (LAT/LONG)
E. FREQS
F. LOST COMM PROCEDURES
G. DATA LINK FREQ/ADDRESS (IF APPLICABLE)//

c. Command and Control Warfare (C2W Pre-Exs. FLTINFOWARCEN NORFOLK VA //N7// coordinates all C2W commercial air services and DOD Electronic Warfare aircraft. Pre-exs for these events are usually case specific. Users should contact FIWC reps at (757) 417-4171 for exact information to include in a C2W pre-ex. Pre-exs should be sent action to FLTINFOWARCEN Norfolk VA//N7// and FACSFAC VACAPES OCEANA VA//N7// if commercial air services are involved. NOTE: Pre-Exs are required 24 hours prior to the event to facilitate equipment adjustment and pilot brief.

d. Failure to provide a timely Pre-Ex message in the proper format will result in loss of services.

312. AIRCRAFT CARRIER AIRSPACE COORDINATION MEETINGS. In accordance with reference (d), FACSFAC VACAPES shall conduct an Airspace Coordination Planning Conference prior to each at-sea period that shall involve air operations within FACSFAC VACAPES

or FAA ARTCC airspace. Representatives from the following activities should attend planning conferences if the operations impact their area of responsibility:

a. ARTCC's (Military Operations Specialist)

b. TRACON/RATCF

c. Local ATREPs or NAVLOS

d. Battle Group Staff Air Operations

e. Aircraft Carrier Operations/Air Operations/Combat Direction Center

f. Carrier Air Wing/Squadron Operations

g. Fleet Replacement Training Squadrons

h. Functional Wing

i. COMNAVAIRLANT

Some representatives may be omitted when feasible.

CHAPTER IV

MISSILE EXERCISE PROCEDURES

401. GENERAL. Procedures in reference (a) are mandatory for all missile exercises conducted in Warning and Restricted Areas under the jurisdiction of FACSFAC VACAPES. Refer to reference (b) for procedures in Oceanic Airspace. In the absence of specific guidance on matters of safety the most prudent course of action shall be followed. Where safety matters or operating procedures require further definition, such clarification shall be requested from FACSFAC VACAPES. Specific procedures or sequences for missile exercises which vary slightly from those outlined in reference (a) to conform to specific operational conditions shall be detailed in a Letter of Instruction (LOI) and the PRE-MISSILEX briefing. Where FACSFAC VACAPES is unable to provide range control, or a more capable platform is better suited for conducting range control officer responsibilities, that range controlling agency shall have a Memorandum of Agreement (MOA) with FACSFAC VACAPES or be designated in writing to assume responsibility for safe conduct of the exercise. FACSFAC VACAPES shall not enter into such an agreement without assurance of the range controlling agency's ability to comply with the procedures of reference (a).

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CHAPTER V

OCEANIC AIRSPACE COORDINATION (OAC) PROCEDURES

501. GENERAL. To provide general procedures for requesting an Altitude Reservation (ALTRV) within Oceanic/International Airspace and scheduling Oceanic Stationary Reservation Areas (OSRA) For detailed procedures see reference (b), Chapter 7.

502. RESPONSIBILITY. All message requests for Oceanic Airspace and ALTRVs within 180 nautical miles of Bermuda should be addressed to FACSFAC VACAPES OCEANA VA//OAC// for coordination and approval. FACSFAC VACAPES OAC will schedule OSRAs and coordinate requests by Navy users for ALTRVs which lie within offshore controlled airspace and within the Oceanic Control Area (CTA)/Flight Information Region (FIR) east to the Azores, from Iceland south to Puerto Rico and the Gulf of Mexico

503. ALTITUDE RESERVATION (ALTRV). A stationary ALTRV may be a box defined by latitude and longitude or a circle defined by radius in nautical miles around a latitude/longitude point or a track defined by a number of nautical miles (usually 10 NM) either side of a line between latitude/longitude points. It can be a single altitude or a block of altitudes. Although start and stop times are part of an ALTRV approval, a single flight should activate its ALTRV by radio while enroute (activate early if UHF/VHF communications will be lost due to distance) and deactivate the ALTRV when exiting. ALTRVs for exercises with multiple flights of aircraft or certain classified missions will be automatically activated, but the OCE of the exercise should notify FACSFAC VACAPES OAC if canceling the ALTRV. International Civil Aviation Organization (ICAO) aircraft are rerouted around ALTRVs so early cancellations reduce the impact upon the airspace system. Note that an ALTRV, though covered by NOTAM, does not prevent aircraft which are not on ICAO flight plans from entering the ALTRV. For security reasons all ALTRVs are given a name not associated with the user or type operation conducted.

504. OFFSHORE AIRSPACE. Offshore airspace is that airspace beginning at twelve nautical miles from the U.S. Coast and ending at the CTA/FIR boundary. Though it is International Airspace, FAA domestic Air Traffic Control (ATC) procedures apply. ALTRVs are required for all altitudes at or above 5,500 feet, north of 34°N and at and above 2,700 feet south of 34°N.

505. OCEANIC AIRSPACE. Oceanic Airspace is that airspace within the CTA/FIR boundary. The base of controlled airspace for each CTA is noted on the appropriate FLIP chart (e.g., New York Oceanic 5,500 feet MSL; San Juan and Houston Oceanic 2,500 feet MSL and Miami 2,700 feet MSL). Below the base of the CTA is uncontrolled

airspace. Flight clearances and airspace reservations are not available in uncontrolled airspace.

506. REQUEST FORMAT. Liaison by phone with the OAC prior to drafting the request is recommended. All requests for an ALTRV and OSRAs shall include the following information:

a. Requested altitudes (list minimum and maximum acceptable altitudes).

b. OSRA name or area (list latitudes/longitudes or radius in nautical miles of a latitude/longitude point or number of nautical miles (usually 10 NM) either side of a line between latitude/longitude points).

c. Times (ZULU only)

d. Point of Contact (POC):

(1) Name

(2) Command

(3) Phone Number

507. DUE REGARD/OPERATIONAL

a. OPNAVINST 3710.7(Series) stipulates that within offshore airspace and in the San Juan Domestic Control Area, Due Regard flights are authorized only for emergencies or operational necessity. Operational necessity is defined as a mission which the consequences of an action justify accepting the risk of loss of aircraft and crew. Operations conducted under the Due Regard or Operational prerogative of military aircraft are subject to one or more of the following conditions:

(1) Aircraft shall be operated in VMC; or

(2) Aircraft shall be operated within radar surveillance and radio communications of a surface radar facility; or

(3) Aircraft shall be equipped with airborne radar that is sufficient to provide separation between themselves, aircraft they may be controlling and other aircraft; or

(4) Aircraft shall be operated outside controlled airspace.

b. The above conditions provide for a level of safety equivalent to that normally given by ICAO ATC agencies. Essentially, flight under the Due Regard or Operational option

obligates the military aircraft commander to be his own ATC agency and to separate his aircraft from all other air traffic.

c. In accordance with reference (b), FAA agencies shall not normally be advised of Due Regard flights except within 180 NM radius of Bermuda.

508. FACSFAC VACAPES OAC OSRA. FACSFAC VACAPES OAC has OSRAs which may be scheduled by name. If an OSRA does not fit the user's requirements, an ALTRV can be created to the user's specifications. Note that operations involving invisible hazards to aircraft may be scheduled in an adjacent area so strict compliance with boundary limits and adjustments for navigation error are essential. Military Assumes Responsibility for Separation of Aircraft (MARSA) is specified between adjacent areas. OSRA names and coordinates are as follows:

a. IBEX - 3941N 7115W, 3959N 6830W, 40N 67W, 39N 67W, 3830N 69W, 3820N 6957W, 3841N 7155W, 3907N 7153W

b. OAK ALPHA - 3907N 7153W, 3841N 7155W, 3820N 6957W, 3830N 69W, 37N 69W, 37N 7240W, 3715N 7240W, 3757N 73W, 3820N 7248W, 3846N 7230W

c. NOVEMBER - 40N 67W, 40N 66W, 37N 66W, 37N 69W, 3830N 69W, 39N 67W

d. OAK OSCAR - 36N 62W, 36N 66W, 40N 66W, 40N 62W

e. OAK BRAVO - 37N 7240W, 37N 70W, 35N 70W, 35N 7248W, 3506N 7240W

f. OAK CHARLIE - 33N 7543W, 35N 7248W, 35N 70W, 33N 70W

g. CIRCUS - 33N 7543W, 33N 73W, 30N 73W, 30N 76W, 3248N 76W

h. MANATEE - 29N 75W, 29N 72W, 26N 72W, 26N 75W

i. RIFLE - within 150NM RADIUS OF 3723N 59W

j. SLAM - within 150NM RADIUS OF 3935N 53W

k. CHRIS - within 150NM RADIUS OF 3222N 5651W

l. WHEAT - within 150NM RADIUS OF 3424N 5051W

m. TROLL - within 150NM RADIUS OF 2722N 5910W

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CHAPTER VI

CARRIER AIR WING FLY-OFF PROCEDURES

601. BACKGROUND. Historically, Carrier/Air Wing Fly-offs have encountered numerous difficulties, both in planning and actual fly-off stages. The following information is a step by step outline of the procedures promulgated in references (b) and (d):

a. Adherence to the procedures outlined, and dictated by reference (b) and (d) will greatly enhance fly-off efficiency and safety.

b. FACSFAC VACAPES is the aircraft carrier's single point of contact on all matters that require coordination with the FAA and/or Naval Air Stations. These evolutions can be, but are not limited to, safe-on-deck reports, filing of flight plans, ALTRVs and SUA reservations.

602. PLANNING STAGE

a. A Military Operations Specialist (MOS) must be requested by message in accordance with enclosure (1) of reference (d).

(1) Deployed to the Mediterranean or North Atlantic; message is due six weeks prior to OUTCHOP.

(2) Operating in the Caribbean; the message is due three weeks prior to fly-off date.

NOTE: The MOS provided to carriers returning from deployment has proven most beneficial to the successful execution of Air Wing Fly-Offs. The MOS must be afforded the opportunity to help coordinate the fly-off into the National Airspace System (NAS).

b. A fly-off message shall be sent a minimum of two weeks prior to the fly-off date. The format will be in accordance with enclosure (2) of reference (d). Include ALTRV request if required.

(1) ALTRVs should include all routes of flight and sufficient area in the vicinity of the intended launch position to allow for join-ups and Planned Intended Movement (PIM) adjustments. Requested altitudes of FL260 and below are normally acceptable to the FAA. Requests for altitudes above FL260 heavily impact the National Airspace System (NAS) and should be made only

after careful consideration of the operational necessity. The FAA can normally accommodate higher Oceanic Airspace altitudes from sunrise to 0800 local. Request Warning Area airspace in accordance with reference (b). ALTRV requests within Warning Area airspace are inappropriate and should not be made.

(2) Mode III IFF codes are obtained from NORAD and assigned for the day of the fly-off only, unless specifically noted. Operational or weather deviations should be considered and possible alternate plans identified in the message. Codes are requested per paragraph 602.b. above.

c. A flight plan proposal message shall be transmitted five working days prior to the proposed fly-off date. The format will be in accordance with enclosure (3). Flight plan proposal messages shall be unclassified. Classified information shall be transmitted by separate message.

(1) All appropriate FAA and DoD ATC Facilities should be listed as action addressees.

(2) Proposed route of flight should not penetrate Warning Area airspace due to the possibility of conflicting with hazardous operations. Route of flight should be through Atlantic Routes via appropriate IFR egress fixes (e.g., BACUS, TROUT, and SMELT).

(3) Aircraft departing the same egress point shall be separated by five minutes if at different altitudes or twenty minutes if at the same altitude. Aircraft speeds and types should be considered. Egress points are defined as the first fix on a published IFR route and located on the perimeter of the ALTRV or, in the case of a fly-off initiated within a Warning Area, located on an airway.

(4) Include spare flight plans to facilitate late launched aircraft or aircraft unable to join with their assigned flight. Designate spare flight plans by utilizing distinctive call signs; i.e., two letters and two numbers vice two letters and three numbers.

(5) Aircraft entering MTR must be scheduled in accordance with DOD Flight Information Publication (FLIP) AP/1B. A proposed flight plan containing a MTR does not meet the scheduling requirements. MTR scheduling and flight plan filing are two separate flight planning functions. See paragraph 104.9 of Chapter I for MTR scheduling.

603. FLY-OFF

a. An E-2 for middleman services may be requested through COMCAEWINGLANT for units returning from overseas deployments.

b. Experience has shown that a sequential launch of aircraft by flight composition and proposed flight plan is most effective for major air wing fly-off. A properly sequenced launch plan significantly reduces join-up time and the confusion involved in assigning call signs, flight plans and egress times after launch.

c. Pre-flight briefs should stress the following items:

(1) IFF Codes. Flight leaders should squawk assigned codes as soon as practicable after launch.

(2) Call Signs. Aircrews shall use filed call signs at all times. DO NOT switch from filed call sign to squadron call sign and side number.

(3) Changes to Filed Flight Plans. Changes to filed flight plans should only be made if absolutely required for flight safety. Approved fly-off flight plans have been carefully considered as to their impact on the NAS and changes could seriously impair ATC's ability to handle all flights expeditiously. Unless otherwise cleared by ATC, adhere to filed flight plans at all times.

(4) Egress Point Procedures. All flights shall depart the egress point at their assigned altitude and time. Aircraft shall not use the egress point for join-up, holding, or climbing or descending to enroute altitude. Proper separation between flights should be established prior to the egress point.

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CHAPTER VII

LARGE AREA TRACKING RANGE (LATR)

701. GENERAL INFORMATION. The Large Area Tracking Range (LATR) is a Global Positioning System (GPS) based tracking system allowing simultaneous tracking of up to 124 instrumented participants - ships and aircraft to a nominal radius range of 150 NM (without relay) from a Ground Interrogation Station (GIS). This tracking system supports and can provide debrief products to all phases of training from unit level single warfare area training to Joint Task Force/Carrier Battle Group/Amphibious Ready Group (JTF/CVBG/ARG) advanced exercises.

701.1. CHARACTERISTICS

a. Capabilities. LATR provides the following capabilities:

(1) Shore located remote display and debrief sites where exercise planners, commanders or participants can view debrief displays either near real time or shortly after completion of an exercise scenario. Debrief sites require the provision of a secure link for data transmission.

(2) Shipboard display via SIPRNET, allowing debriefs at sea. Provides true "Hot Wash-up" capability to embarked commanders and units while the exercise is fresh in the minds of the participants.

(3) Secure T1 line connectivity between shore sites configured for LATR display and debriefs provides high data quality, high data rates and reliability.

(4) Analog weapons release triggers and 1553 weapons systems bus data downlinked from appropriately configured aircraft.

b. Coverage. LATR system coverage is currently VHF line of sight, surface to 70,000 feet. Range can be extended beyond line of sight distance using LATR's automatic relay of tracking signals from distant participants to the Ground Interrogation Station (GIS). This function is an automatic feature of every LATR Participant Instrumentation Package (PIP) and requires no operator action or intervention. By using the maximum three relays, LATR has the capability to provide instrumented coverage up to 500 NM from the selected GIS.

701.2. MAJOR EQUIPMENT. The major components of LATR are the LATR Tracking System (LTS) and LATR Computer and Debrief System (LCDS).

a. LATR Tracking System (LTS). The tracking system consists of Ground Elements and Instrumentation Packages:

(1) The LTS Ground Elements include the Ground Interrogation Station (GIS), the Data Link Controller (DLC) and the Null Security Module (NSM). The GIS is remotely located unmanned equipment providing for RF radio communication with the instrumentation packages. The primary GISs for the LATR system at VACAPES are located at Bodie Island NC and Starling Tower near Camp Lejeune NC. In addition to these primary GISs, Transportable GISs (TGIS) have been developed by VACAPES LATR personnel to enable LATR to go where the training is being conducted. For a detailed explanation of this equipment please contact the LATR Range Operations Control Center (ROCC) located at FACSFAC VACAPES at 757-437-3060, DSN 433-1335.

(2) Aircraft Instrumentation Package, Fixed Wing, (AIP-FW): An external AIM-9 sized and weighted pod which mounts onto various high-performance fixed wing aircraft. AIP-FW has a high dynamic Time-Space-Position Information (TSPI) unit, which is capable of interfacing to an aircraft's 1553 bus, and collects discrete and analog weapons release signals, such as air-to-air weapons and mine/bomb trigger pulses.

(3) Aircraft Instrumentation Package, Fixed Wing Internal (AIP-FWI): An F/A-18 specific package designed to mount internally and uses the aircraft's 1553 bus for all data collection and transmission including TSPI.

(4) Aircraft Instrumentation Package, Rotary Wing (AIP-RW): Mounts inside the helicopter and provides TSPI data. (Requires an additional external antenna to be installed.) This package can also be used to instrument ground vehicles (tanks, LAVs, HUMVEEs).

(5) Ship Instrumentation Package (SIP): Mounts topside on ships and provides TSPI data.

b. LATR Computer Debrief System (LCDS). The LCDS is composed of the LATR ROCC Workstation System (LRWS), the LATR Debrief Communication System (LDCS) and LATR Debrief Training System (LDTS). The LRWS is the central LATR computer suite for

acquiring, processing and displaying participant data. Inputs to the LRWS consist of TSPI, weapons, audio event, time and interactive operator inputs to support warfare training scenarios. The LRWS provides the means to perform exercise set-up of the LATR Tracking System (LTS) as well as mission data and control over data processing and output/display. The LDCS is the communication equipment which bridges the LRWS to the LDTS on land and afloat. It consists of wide-area network routing equipment, cryptographic equipment and modem/line driver equipment. For communications with ships, SIPRNET services are available to link ship and shore through NCTAMSLANT. The land-based LDTSs are remote workstations which can perform real-time monitoring, centralized debrief or autonomous debrief. LATR is capable of displaying both Tactical Aircrew Combat Training System (TACTS) and LATR information on the same display. This includes TACTS threat emitters and weapons fly-out.

c. LATR Air Combat Maneuvering Instrumentation (ACMI) Display and Debriefing System. An upgrade to LATR has been the integration of a full-featured ACMI interrogation and debrief system. This upgrade enabled LATR to provide much higher update rates and a more sophisticated graphics display for ACMI training. The LATR ACMI display can be viewed on either a Personal Computer Debrief System (PCDS), or the Advanced Debrief Display System (ADDS). The PCDS display uses a Silicon Graphics system providing high resolution. For additional information about these display systems please contact the LATR ROCC at FACSFAC VACAPES.

701.3. OPERATIONS

a. General. LATR is primarily used to provide participant tracking, real-time display and debrief capabilities for large scale training events during the Interdeployment Training Cycle (IDTC). Specifically these training events are the Composite Training Unit Exercise (COMPTUEX) and the Joint Task Force Exercise (JTFEX). Each of these exercises occur two to three times per year and requires the use of nearly all of LATR's instrumentation packages. At all other times the LATR system is available for use for unit level training.

b. Scheduling. LATR is not geographically limited and can be used throughout the VACAPES, Cherry Point operating areas. Units are responsible for scheduling airspace in accordance with this instruction and/or MCAS Cherry Point Instruction 3570.2P. LATR services may be scheduled at the weekly Range Scheduling meeting conducted Wednesdays at 0900 at Oceana TACTS (Building

310). The LATR scheduler may be reached at (757)433-1907 or DSN 433-1907 and fax 433-1916. LATR will be scheduled by event number, two weeks in advance. The Fighter and Strike Fighter Wing commanders will establish unit priority.

c. Operating Hours. Normal operating hours for LATR are 0730 to 1630(L), Monday through Friday (excluding national holidays). After hours exercises and missions may be supported with advance notice.

d. Pre-Exercise Planning. Due to the enormous amount of data generated in a large scale LATR instrumented exercise, pre-exercise planning with LATR mission coordinators is desirable in order to ensure the most rapid turn around and highest quality display and debrief product.

e. Air Operations. Squadrons will ensure LATR Operations at FACSFAC VACAPES is provided with flight schedules the day prior to scheduled sorties. Schedules may be faxed to (757)433-1334. LATR Operations phone numbers are (757)437-3060/3042/3052 or DSN 433-1335. In addition to flight schedules, squadrons are responsible for calling LATR Operations with the following minimum data no later than 30 minutes prior to takeoff time: Pilot name, call sign, squadron, aircraft type, aircraft side number, instrumentation package type and location, package serial number, and constructive weapons load. Instrumentation Packages to support sorties may be picked up by squadron personnel at the Oceana Pod Shop, Building 304, phone number 433-5240 or 437-0747. F/A-18 internal instrumentation packages and dual frequency antennas may be picked up in advance of anticipated usage by calling the Pod shop. Any short notice changes/additions/cancellations can be coordinated with LATR Operations at the phone numbers provided previously. Cancellations should also be phoned into the LATR Scheduler at (757)433-1907.

f. Surface Operations. Surface units wishing to use LATR to support their training during smaller exercises and operations may request LATR Ship Instrumentation Packages (SIP). The initial request should arrive at FACSFAC VACAPES at least five working days prior to the underway period. Qualified contractor personnel will install the SIPs on surface ships. The use of airborne assets during this training is encouraged to ensure line of sight with the LATR GIS is maintained via the instrumentation package relay feature.

g. Priority System. In cases where the limited number of Instrumentation Packages does not allow instrumentation of all LATR requesters, the CINCLANTFLT Priority System will determine which unit is provided LATR service.

702. DISPLAY AND DEBRIEF CAPABILITIES

702.1. NAS OCEANA/FACSFAC VACAPES

a. Live and post mission LATR displays and debriefs can be conducted at the ROCC, FACSFAC VACAPES, TACTS Building #310 and the Strike Weapons and Tactics School, Atlantic (SWATSLANT). The display systems available at the ROCC include the LATR Debrief and Training System (LDTS), Personal Computer Display System (PCDS), LATR ROCC Workstation System Display Processor (LDP), and the Transportable Advanced Digital Display System (TADDS). At the TACTS Building, PCDS and an LDTS are available. At SWATSLANT an LDTS is available.

702.2. OTHER LOCATIONS

a. Within the Cherry Point/Camp Lejeune operating area, the TACTS Facility, MCAS Cherry Point, TACTS Facility, MCAS New River, and Building H1 at Camp Lejeune possess LDTS computers to conduct live or post mission LATR displays/debriefs.

b. Live or post mission LATR displays/debriefs can be conducted aboard ships possessing sufficient SIPRNET bandwidth on which to send the LATR live feed or an archived LATR file. The methods for displaying these feeds aboard ship include both LDTS and the Global Command and Control System (GCCS) with a LATR segment loaded. In addition, PCDS and the Warfare Assessment Module (WAM) can display post mission LATR files for debriefing.

702.3. JOINT EXERCISE CONTROL GROUP (JECG) SUPPORT. During the execution of a Joint Task Force Exercise (JTFEX), LATR personnel provide two large wall-mounted screen displays in support of both the JECG as well as the OPFOR Air Controllers. These displays and the connectivity to support them are located within the central core area at FACSFAC VACAPES. The scenario events run during the JTFEX are archived should the JECG request post mission viewing or debrief.

702.4. DEBRIEF PRODUCTS

a. A variety of LATR debrief products are available. The LATR ROCC Workstation System (LRWS) and LDTS computers provide geographical, graphical, textual and Battle Group displays. The geographic displays show spatial relationships between participants and can be range scaled and view selectable (3-D, Mercator, Orthogonal or pilot's view). Graphical displays show engineering parametric data for participants graphically plotted for either cross plot or time-history. Textual displays show event and engineering flight or engineering tactical displays. Battle Group displays show summary data for participants, textually and graphically, plotted with time-event, engagement and engagement range summaries. All downlinked data items can be filtered by the ROCC LRWS operator for specific participant relevancy and quickest possible transmission rate. Downlinked data can then be archived at the debrief site and displayed by the LDTS operator.

b. A complete record of operation data is archived at the ROCC for future playback and historical reference. Coordination with FACSFAC VACAPES LATR Operations during exercise planning to tailor the post-exercise debrief products is critical due to the volume of data available.

CHAPTER VIII

JOINT TACTICAL INFORMATION DISTRIBUTION SYSTEM (JTIDS)/LINK-16 OPERATIONS

801. GENERAL. JTIDS has been granted privileges by the National Telecommunications and Information Administration (NTIA) to operate in the same frequency band as certain NAVAIDS on a non-interference basis. In order to preclude interference, all platforms (both domestic and foreign) operating JTIDS/Link 16 within 200NM of the United States must be in compliance with all link 16 operational restrictions. These restrictions are intended to prevent safety of flight interference with Aircraft Navigational Aids operating in the same frequency spectrum. In accordance with reference (h), FACSFAC VACAPES is designated lead Geographic Area Assignment Coordinator (GAAC) for the CINCLANTFLT area of responsibility (AOR). All JTIDS/Link 16 users shall familiarize themselves with references (f) through (h) to ensure compliance with set procedures and restrictions.

802. SCHEDULING JTIDS/LINK-16. The typical JTIDS/Link 16 authorization provided by the Federal Aviation Administration (FAA) for Time Slot Duty Factor (TSDF) is 40/20. Use of a valid 40/20 TSDF assignment only requires GAAC scheduling to ensure TSDF limits are not exceeded in a specific geographic area. Use of JTIDS/Link 16 at the 100/50 TSDF level requires FAA approval through NAVEMSCEN prior to use and shall be coordinated through the local GAAC. Any requirements that exceed TSDF assignment for a given area should be detailed and justified in the JTIDS/Link 16 scheduling coordination request message.

a. Officers Conducting Exercises (OCE), testing facilities and JTIDS/Link 16 capable platforms intending to operate JTDIS/Link 16 within FACSFAC VACAPES, Jacksonville, and AFWTF operating areas must schedule JTIDS operations through their local GAAC via hard copy message no later than 72 hours (3 work days) prior to the event. Requests for large scale exercises (JTFEX, COMPTUEX) shall be submitted 90 days in advance to ensure TSDF availability for the time frame and area requested.

b. Units requesting to operate JTIDS/Link 16 shall determine participating units, purpose, area of operation, start and stop times, network desired, maximum operating area TSDF/maximum individual platform TSDF usage, whether JTIDS voice is required and power out prior to requesting JTIDS/Link 16 use. A point of contact (Stop Buzzer) is required to ensure adherence to restrictions and to resolve any violation issues. JTIDS/Link 16 scheduling coordination requests shall be unclassified unless crypto to be used is included in the message. Appendix F provides an example of JTIDS/Link 16 scheduling coordination request message.

c. Units shall notify the local GAAC upon completion of JTIDS/Link 16 operations and when unable to use approved time frame in order to make it available for other JTIDS users.

803. JTIDS VOICE (JVOICE). There are two types of JVOICE available for use, 2.4KBS and 16KBS. Requests for JVOICE requires FAA approval through NAVEMSCEN prior to use and shall be included in the JTIDS/Link 16 scheduling coordination request message. Requests for large scale exercises (JTFEX, COMPTUEX) shall be submitted 90 days in advance to coordinate with the FAA and the NTIA. The FAA will provide a response the day prior to the time frame requested unless units provide an approval deadline date. The dateline date should be at least a month prior to the commencement of the time frame requested in order for the GAAC to include the authorization in the response message and provide units with enough lead time to make final preparations.

Note: An additional 2% TSDF (for 2.4KBS) or 12.5% TSDF (for 16KBS) should be added to the total platform TSDF when calculating total TSDF with JVOICE use.

804. SCHEDULING PRIORITIES. Test facilities and deploying Battle Groups have priorities over individual units operating JTIDS. In order to minimize JTIDS operations disruptions, it is required that deploying Battle Groups and units conducting large scale exercises transmit their JTIDS/Link 16 scheduling coordination request message as soon as the requirement is known.

805. JTIDS/Link 16 OPERATIONS SCHEDULE (OPSKED). In accordance with reference (h), a weekly OPSKED will be generated by the local GAAC identifying JTIDS/Link 16 units, operating area, time frame, network in use and stop buzzer to maximize unit inter-operability.

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APPENDIX A

FACSFAC VACAPES TARGET SUMMARY

RANGE	R-5301	R-5302	R-5313	R-5314
LOCATION	ALBEMARLE SOUND, NC SEE APPX. B	ALBEMARLE SOUND, NC SEE APPX. B	PAMLICO SOUND SEE APPX. B	DARE COUNTY NC. SEE APPX. B
HOURS OF DAY DAYS OF WEEK	CONT/CONT	AS SKED BY NOTAM/CONT	0800-2300L/MON-FRI OTHER TIMES BY NOTAM 24 HRS IN ADV	NORM MANNED: 0800-2330L MON-THUR 0800-1600L OTHER TIMES /DAYS SKED BY FACSFAC
WEATHER	VFR-IFR	VFR 1,500 FT - 5 MI	VFR 1,500 FT - 5 MI	VFR-IFR
EFFECTIVE ALITUDE	TO 14,000 FT	TO 14,000FT	VARIOUS-SEE MANUAL	VARIOUS SEE MANUAL
ORDNANCE*	VARIOUS IF USED ORDNANCE	MINI TO 100 LB INERT BOMBS, RKT TO 5" SMOKE, NO STRAFE	MINI & INERT BOMBS, SHAPES, TRNG RKTS TO & INCLUDE 5" SMOKE INERT, PHOSPHOROUS, FLARES, PHOSPHOROUS PHOTOFLASH, NO STRAFE	ANY SIZE INERT BOMB OR TRNG SHAPE, INERT RKTS THRU 5", STRAFE
FREQUENCIES	HARVEY POINT 135.975 MHz DURING EXER	PALMETTO 342.6/358.8 MHz	STUMPY PT 358.8/320.2 MHz	NAVY DARE 358.8/320.2 MHz
REMARKS	FACSFAC VACAPES TARGET SCHEDULER 433-1221/1222	FACSFAC VACAPES TARGET SCHEDULER 433-1221/1222	FACSFAC VACAPES TARGET SCHEDULER 433-1221/1222	FACSFAC VACAPES TARGET SCHEDULER 433-1221/1222

*** ALL INERT UNLESS "LIVE" SPECIFIED**

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APPENDIX B

AIRSPACE AND TARGET BOUNDARIES COORDINATES

1. Dare County. Restricted area R-5314 airspace boundaries and airspace limits are as follows:

SUB-AREA	COORDINATES	ALTITUDE
R-5314A	35-46N 075-49W 35-40N 075-50W 35-42N 076-00W 35-47N 075-59W	SURFACE TO FL205
R-5314B	35-40N 075-46W 35-35N 075-47W 35-37N 076-01W 35-42N 076-00W	500' AGL TO FL205
R-5314C	35-49N 075-44W 35-45N 075-45W 35-47N 075-59W 35-52N 075-58W 35-50N 075-45W	500' AGL TO FL205
R-5314D	35-41N 075-52W 35-39N 075-53W 35-39N 075-55W 35-41N 075-54W	SURFACE TO FL205
R-5314E	35-48N 075-49W 35-46N 075-49W 35-46N 075-53W 35-48N 075-52W	SURFACE TO FL205
R-5314F	35-45N 075-45W 35-40N 075-46W 35-40N 075-50W 35-46N 075-49W	500' AGL TO FL205
R-5314G	35-52N 075-58W 35-39N 076-01W 35-39N 076-05W 35-52N 076-02W	200'AGL TO 15,000' MSL

R-5314H	35-52N 076-02W 35-39N 076-05W 35-40N 076-12W 35-52N 076-10W	500' AGL TO 10,000' MSL
R-5314J	35-52N 076-10W 35-40N 076-12W 35-44N 076-35W 35-54N 076-33W	1,000' AGL TO 6,000' MSL

2. Stumpy Point. Restricted area R-5313 airspace boundaries and airspace limits are as follows:

SUB-AREA	COORDINATES	ALTITUDE
R-5313A	3 STATUE MILE RADIUS CNTR AT 35-33N 075-41W	SURF TO 18,000'
R-5313B	35-37N 075-41W 35-31N 075-35W 35-24N 075-40W 35-31N 075-51W	100' AGL TO 13,000'
R-5313C	35-32N 075-34W 35-31N 075-35W 35-37N 075-41W 35-38N 075-39W THEN CW ON A 6 NM ARC CNTR AT 35-33N 75-41W	100' AGL TO 13,000'
R-5313D	35-21N 75-43W 35-24N 75-40W 35-31N 75-51W 35-28N 75-55W THEN CCW ON A 12 NM ARC CNTR AT 35-33N 75-41W	500' AGL TO 13,000'
STUMPY POINT MOA	35-39N 75-46W 35-39N 75-34W 35-33N 75-34W 35-27N 75-38W 35-27N 75-48W 35-35N 75-48W 35-35N 75-47W	SURFACE TO 8,000'

3. Palmetto Point. Restricted area R-5302 airspace boundaries and airspace limits are as follows:

SUB-AREA	COORDINATES	ALTITUDE
R-5302A	36-01N 76-15W 36-02N 76-07W 36-00N 76-07W 36-00N 76-15W	SURF TO 14,000'
R-5302B	36-05N 76-17W 36-04N 76-06W 36-00N 76-06W 36-00N 76-13W 36-00N 76-24W THEN CW ON A 4 NM ARC CNTR ON 36-02N 76-20W 36-04N 76-24W	100' AGL TO 14,000'
R-5302C	36-00N 76-13W 35-59N 76-17W THEN CW ON A 4 NM ARC CNTR ON 36-02N 76-20W	100' AGL TO 3,000'

4. Harvey Point. Restricted area R-5301 airspace boundaries and airspace limits are as follows:

AREA	COORDINATES	ALTITUDE
R-5301	36-05N 76-17W 36-04N 76-21W 36-07N 76-21W THEN CW ON A 3 NM ARC CNTR ON 36-04N 76-20W	SURF TO 14,000'

5. Pamlico A and B MOA. Airspace boundaries and airspace limits are as follows:

AREA	COORDINATES	ALTITUDE
Pamlico A MOA	35-48N 075-44W 35-30N 075-25w 35-27N 075-25W 35-27N 075-48W 35-35N 076-48W 35-35N 075-47W	8,000' MSL to but not including FL180

AREA	COORDINATES	ALTITUDE
Pamlico B MOA	35-37N 076-01W 35-35N 075-48W 35-27N 075-48W 35-27N 075-25W THENCE SOUTH AND SOUTHWEST 3NM FROM AND PARALLEL TO THE SHORELINE TO 35-01N 076-01W; 35-18N 076-17W; THENCE TO POINT	8,000' MSL to but not including FL180

6. Phelps A, B and C MOA. Airspace boundaries and airspace limits are as follows:

SUB-AREA	COORDINATES	ALTITUDE
Phelps A MOA	35-52-53N 76-09-52W 35-40-26N 76-12-24W 35-43-51N 76-36-29W 35-53-51N 76-33-09W	6,000 feet MSL to but not including FL180
Phelps B MOA	35-51-53N 76-02-08W 35-39-21N 76-04-59W 35-40-26N 76-12-24W 35-52-53N 76-09-52W	10,000 feet MSL to but not including FL180
Phelps C MOA	35-51-36N 75-57-54W 35-38-55N 76-00-52W 35-39-21N 76-04-59W 35-51-53N 76-02-08W	15,000 feet MSL to but not including FL180

APPENDIX C

BIBLIOGRAPHY

CINCLANTFLTINST 3120.26 - Atlantic Fleet Operating Areas and Warning Areas.

CINCLANTFLTINST 3560.1 - Atlantic Fleet OPAREA Tactical Data System (TDS) Link Manual.

CINCLANTFLTINST 5400.2 - U.S. Atlantic Fleet Regulations.

CINCLANTFLT OPORDER 2000-86 - Provides Guidance to 2nd Fleet Commands on Maintaining a Fleet Ready for Immediate Deployment to Combat Areas in case of war; Fleet Operations will be governed by this order.

COMFEWSGINST C3120.1 - Airborne Electronic Warfare Training Missions Planning Factors and Scheduling Procedures.

COMFITWINGONEINST 3600.1 - Provides Procedures Concerning FACSFAC VACAPES Missile Firing Exercises.

COMNAVAIRLANTINST 3100.1 - Aircraft Carrier Pre-Sail and Air Wing Fly-Off Requirements.COMNAVAIRLANTINST 8011.3 - Training Ordnance Requirements.

COMNAVAIRLANTINST 8011.3 - Training Ordnance Requirements.

COMNAVAIRLANTINST 8840.1 - BQM 74/Seaborne Powered Target (SEPTAR) Services.

COMNAVAIRLANTINST 8840.2 - Aerial and Seaborne Target Program.

COMPACMISTESTCEN - Range Safety Policy of Pacific Missile Test Center.

COMPACMISTESTCEN HARPOON - Provides Specifications and Procedures for firing of Harpoon Missile.

FACSFACVACAPESINST C8800.1(Series) - Manual on Range Safety Criteria for missile exercises conducted in FACSFAC VACAPES Operating Areas.

FAR 91.127 - FAA Regulations - Policy and Procedures for Civilian/Military Operations.

FXP-2 - AAW Exercise - Fleet Exercise Publication. For FACSFAC VACAPES mainly, pertains to surface-to-air firings. Ships

requiring qualification or re-qualification on certain weapons systems normally comply with guidelines of the FXP-2. Also, used by Commercial Air Services (Flight International to provide users specific flight profiles during training or threat simulation exercises.

NASOCEANAINST 3710.1 - Air Operations Manual.

OPNAVINST 3100.5 - Navy Operating Area and Utilization of the Continental Shelf.

OPNAVINST 3710.7 - NATOPS General Flight and Operating Instruction.

OPNAVINST 3710.18 - Instruction Concerning Unmanned Rockets.

OPNAVINST 3722.5 - Identification and Security Control of Military Aircraft.

OPNAVINST 3722.33 - FAA Handbook for Special Military Operations.

OPNAVINST 3770.2 - Airspace Procedures Manual.

APPENDIX D

SERVICES AND CAPABILITIES

1. LEAR JET

PROVIDER: Current CAS contractor. Request service through FACSFAC VACAPES: DSN 433-1285, Comm (757) 433-1285

MAX SPEED: Mach .78
MAX ALTITUDE: 45,000 feet
MAX ON STATION TIME: 2.0 to 4.0 hours, depending on model
AVAILABLE SIF/IFF MODES: 3C only
RADAR: Weather only
COMM/NAV: UHF, VHF, HF, TACAN
MISSIONS: AIC, TRACKEX, GUNEX, ASCM simulation, target towing, long range DTE, and C2W/EW missions.

NOTES: 1. PRE-EX required for units without a Letter of Agreement with FACSFAC VACAPES
2. Available outside FACSFAC VACAPES OPAREAS

2. CHEYENNE (TURBOPROP)

PROVIDER: Current CAS contractor. Request service through FACSFAC VACAPES: DSN 433-1285, Comm (757)433-1285
MAX SPEED: 250 KTAS
MAX ALTITUDE: 25,000 feet
MAX ON STATION TIME: 3.5 hours
AVAILABLE SIF/IFF MODES: 3C
RADAR: Weather only
COMM/NAV: VHF, UHF
MISSIONS: ASAC, TRACKEX, AIC.

NOTES: 1. PRE-EX required for units without a Letter of Agreement with FACSFAC VACAPES.
2. Available outside FACSFAC VACAPES OPAREAS.

3. HELICOPTERS (H-3, H-46,)

PROVIDER (H-3): Oceana SAR, NAS Oceana VA: DSN 433-3377, Comm (757) 433-3377.
MISSION: SAR, MEDEVAC, Photo

PROVIDER (H-46): COMNAVAIRLANT, NORFOLK VA (N34A): DSN 564-7662, Comm (757) 444-7662.
MISSION: MEDAVAC, Drone Recovery, Photo

4. VF, VFA AND VAW AIRCRAFT SERVICES

PROVIDER: COMNAVAIRLANT NORFOLK VA N34A: DSN 564-2723, Comm (757) 444-2723
ACFT AVAIL: F-14, E-2, F/A-18
MISSIONS (F-14, F/A-18): CAP, AIC, LINK 4A
ADDRESSEES: COMNAVAIRLANT NORFOLK VA//N34A//
MISSIONS (E-2): Air and surface surveillance, Link, Autocat
ADDRESSEES: COMNAVAIRLANT NORFOLK VA/N34A//

NOTE: Fleet aircraft service should be requested via ISIC at the CINCLANTFLT Quarterly Scheduling Conference.

5. MK 33/35 SEPTARS

ALLOCATION SOURCE: COMNAVAIRLANT (AIR-TO-SURFACE)
COMSECONDFLT (SURFACE-TO-SURFACE)
PROVIDER: FLECOMPRON SIX, NORFOLK VA: DSN 564-4575/2772
Comm (757) 444-4575/2772
MAX SPEED: QST-33: 30 KTS, QST-35: 35 KTS
MAX ON STATION TIME: 4-7 Hours, depending on speed
EQUIPMENT AVAILABLE: Reflector
MISSIONS: Gunnery/Bombing Target
LENGTH: QST-33: 18 feet, QST-35: 55 feet.

NOTES:
1. SEPTAR requires control boat.
2. PRE-EX required.
3. Two week notice required.

6. BQM-74 DRONES

ALLOCATION SOURCE: COMNAVAIRLANT (Air-Air)
COMSECONDFLT (Surface-Air)
PROVIDER: FLECOMPRON SIX: DSN 564-4575/2772, Comm (757)444-4575/2772.
MAX SEA STATE FOR LAUNCH: 3

NOTES:
1. Shipboard detachment can provide up to four drones per day.
2. LOI required.
3. Lead time from allocation to expenditure is:
   a. Launch from Dam Neck, VA - two weeks prior to event.
   b. Launches from ships or places other than Dam Neck VA - 20 days.
   c. Launches from locations outside CONUS - six weeks.

7. AIRBORNE GUNNERY TARGETS

PROVIDER: Current CAS contractor. Request through FACSFAC VACAPES: DSN 433-1285, Comm (757) 433-1285
TYPE: Towed augmented targets in two types:
1. TPT - Plume Augmented Infrared Tow Target. Designed to influence the IR fuzed rounds
2. TRX - Radar Augmented Tow Target similar to Navy TDU.

NOTES: 1. Available outside FACSFAC VACAPES OPAREAS.
2. PRE-EX required 24 hours prior

8. C2W/EW SERVICES

PROVIDER: FLTINFOWARCEN NORFOLK VA//N7//
Comm (757) 417-4171

NOTES: 1. PRE-EX required 48 hours prior
2. Available outside FACSFAC VACAPES OPAREAS

9. LEAR JET EW SERVICES

PROVIDER: Current CAS Contractor. Request service through FLTINFOWARCEN: DSN 417-4171, Comm (757) 417-4171 and FACSFAC VACAPES: DSN 433-1285, Comm (757) 433-1285

MAX SPEED: Mach .78
MAX ALTITUDE: 45,000 feet
MAX ON STATION TIME: 2.0 hours
AVAILABLE IFF/SIF CODES: 3C only
RADAR: Weather only
COMM/NAV: UHF, VHF, TACAN
MISSIONS: EW services include interim EW noise/jamming services with a deception capability.

NOTES: 1. Services can be requested for all East Coast, Gulf of Mexico and Puerto Rico OPAREAS.
2. Pre-exercise messages are required a minimum of 24 hours prior to the event to facilitate equipment adjustment and pilot briefing. See paragraph 312 for pre-exercise message format.

10. OTHER SERVICES

a. TACAN CERTIFICATION: Contact Shipboard Electronic Systems Evaluation Facility (SESEF) DSN 438-7624, Comm (757) 425-1094/1797.

b. ULM-4 RANGE: Contact SESEF DSN 438-7624, Comm (757) 425-1094/1797.

APPENDIX E

EXAMPLE REQUEST MESSAGE

FM USS BARNACLE
TO FACSFAC VACAPES OCEANA VA//N7// SCHEDULES
//OAC// ALTRV REQUEST
//N3// AREA COORDINATORS
//N3// ATC
*** THE FOLLOWING ADDRESSEES ARE REQUIRED AS APPROPRIATE FOR LISTED SERVICES AND/OR OPAREA USAGE//

FLTINFOWARCEN NORFOLK VA//31//	FOR EA-6A, NKC-135, EC-124 SVCS
FLECOMPRON SIX//020//	FOR BQM-74C/SEPTAR SVCS and TARGET SLED SVCS
FACSFAC JACKSONVILLE FL//31//	FOR JAXOA/CHASOA USAGE
NAS KEY WEST FL//3023//	FOR KWOA USAGE
FACSFAC PENSACOLA FL//502//	FOR PNCLOA USAGE
363FW SHAW AFB SC//DOOS//	FOR W-161/W-177 USAGE

IMMEDIATE UNIT COMMANDERS AS APPROPRIATE

UNCLAS//N03120//
MSGID/GENADMIN/USS BARNACLE//
SUBJ/OPAREA CLNC/SVCS REQUEST VCOA/PXOA/NBOA/ACOA/CPOA//
(OPAREA AS APPROPRIATE)
REF/A/DOC/CINCLANTFLT/DDMMMYY//
REF/B/DOC/FACSFAC VACAPES/DDMMMYY//
NARR/REF A IS CINCLANTFLTINST 3120.26(Series). REF B IS FACSFACVACAPESINST 3120.1(Series)//

RMKS/1. IAW REFS A AND B, REQ FOL:

A. USS BARNACLE

B. LTJG JONES, OSC SMITH, DSN, COMM and POTS PHONE NUMBERS(NOTE 1)
INMARSAT (IF DEPLOYED)

C. 1. 121400-1600Z JAN 00, 151300-1500Z JAN 00 (NOTE 2)
2. W-386 7CD/SURF-5,000 FEET
3. PACFIRE 5 IN/4
4. NONE
5. FLEXIBLE TWO HOURS EITHER SIDE OF REQUESTED TIME PERIOD.

D. 1. 131200-1400Z JAN 00 (PRIMARY) (NOTE 4)
141200-1400Z JAN 00 (BACK-UP)
2. W-72B (SURF-UNLIMITED)
3. MISSILEX/4
4. BQM-74
5. REQUEST PRE-MSLX BRIEF AT FFVC ON DD/MMM/YY. SECURITY CLEARANCE BY SEPCOR.

E. 1. 151600-2100Z JAN 00
2. W-72, W-122 (SURF-FL400), W-110(SURF-FL230)
3. TRACKEX/2 (NOTE 5)
4. ONE LEAR
5. ANY TWO HOUR PERIOD DURING ABOVE TIME PERIOD

F. 1. 152100-2300Z JAN 00
2. W-72B (SURF-FL400) AIR 1C,1D
3. AIC/2
4. TWO LEAR

G. 1. 161400-1700Z JAN 00
2. W-386D/7CD, 8CD (SURF-5,000 FEET) (NOTE 6)
3. PACFIRE/6
4. NONE

H. 1. 161900-2100Z JAN 00
2. 1C1-1D4 (SURF-29,000 FEET) (NOTE 7)
3. GUNEX CIWS/6-4
4. ONE LEAR WITH TRX

I. 1. 162200-170600Z JAN 00
2. 1C1, 1C2 (SURF-BOTTOM)
3. VDS, NIXIE/4
4. NONE
5. ANY AREA IN W-72 BEYOND 100 FATHOM CURVE ACCEPTABLE

J. 1. 171500-1700Z JAN 00 (PRIMARY), 171900-2100Z JAN 00 (BACK-UP)
2. W-72, W-122 (SURF-FL400); W-110(SURF-FL230)
3. TRACKEX/2
4. ONE LEAR EACH PERIOD
5. WILL SUBMIT ALTRV REQUEST IAW REF B CHAP 5 FOR AIRSPACE EAST OF WARNING AREA W-72 IF W-122 NOT AVAIL. WILL CONTACT GIANT KILLER IF BACK-UP TRACKEX IS NOT REQUIRED.

K. 1. 171700-1900Z JAN 00
2. 1A1 (SURF-BOTTOM)
3. ANCHOR/4
4. NONE
5. MINIMUM 30 FATHOMS REQUIRED FOR INSPECTION CRITERIA.

L. 1. 172200-2400Z JAN 00
2. W-72 (SURF-FL400), W-110 (SURF-FL230)
3. EW SVCS/4 (NOTE 8)
4. EA-6
5. REQUEST MSG SUBMITTED SEPCOR TO FLTINFOWARCEN. WILL SUBMIT SMALL SCALE ECM NOTIFICATION UPON APPROVAL OF SVCS.

M. 1. 181200-1400Z JAN 00
2. W-122 (SURF-FL300)
3. EWTX/4 (NOTE 8)
4. ONE LEAR
5. WILL SUBMIT SMALL SCALE ECM NOTIFICATION UPON APPROVAL OF SVCS. COORDINATING DESIRED SIMULATION/JAMMING WITH FIWC

N. 1. 181200-190400Z JAN 00
2. CPOA 2, 3
3. VDS, NIXIE (SURF-BOTTOM)/2
4. NONE

O. 1. 181900-2100Z JAN 00
2. CPOA 11, 12 (SURF-29,000 FEET)
3. GUNEX 76MM/4
4. LEAR WITH TRX

P. 1. 182100-2200Z JAN 00
2. CPOA 17 (SURF-3,000 FEET)
3. CHAFF/4 (NOTE 8)
4. NONE
5. SRBOC FIRING. WILL SUBMIT SMALL SCALE ECM NOTIFICATION SEPCOR.

NOTES:

1. Provide several telephone numbers other than quarterdeck. Including an INMARSAT Number if deployed.

2. Clearance request messages and/or paragraphs for ISE, transits, OPPE are not required since it is the individual unit's responsibility to remain clear of all hot/exclusive areas.

3. All MISSILEXs in FACSFAC VACAPES OPAREAS require face-to-face brief at FACSFAC VACAPES or a predetermined location agreed upon by all participants. Review reference (a), appendix G, for LOI format.

4. Use correct/appropriate priority in accordance with appendix F.

5. GUNEX altitudes provided as follows:
PACFIRE: Surface-5000 feet
ALL OTHERS: SURFACE-29,000 feet

6. Tow aircraft can only stream the target in the assigned area within the time period of the event. Aircraft cannot depart assigned area for tracking

purposes. Aircraft restricted to streaming out and hauling in the target within the assigned time period of the GUNEX. It takes approximately 15-20 minutes for each evolution.

7. Small scale ECM notification required in accordance with CJCSM 3212.02(Series).

8. Provide at least two names as points of contact on the request. Provide at least two telephone numbers (for units not deployed). If at all possible, avoid using the quarterdeck number/duty desk.

APPENDIX F

EXAMPLE JTIDS/LINK-16 REQUEST MESSAGE

```
FM USS BARNACLE
TO FACSFAC VACAPES OCEANA VA//GAAC//
INFO CINCLANTFLT NORFOLK VA//N6//
SPAWARSYSCEN SAN DIEGO CA//643//
JFMO LANT NORFOLK VA//JJJ//
NAVEMSCEN WASHINGTON DC//323/00M//
***  FOR AEGIS PLATFORMS  ***
PEO THEATER SURFACE COMBATANTS WASHINGTON DC//PMS465
 /465A1//
SURFCOMBATSYSCEN WALLOPS ISLAND VA//JJJ//
***  OTHER PARTICIPATING UNITS AS REQUIRED, I.E.  ***
WALLOPS FLIGHT FACILITY NASA WALLOPS ISLAND VA//30//
FCTCL DAM NECK VA//N7/N76//
NAVSURFWARCEN PORT HUENEME DET DAM NECK VA//6E40//
MACS 24//S6//
***  THE FOLLOWING ADDRESSEES ARE REQUIRED, AS APPROPRIATE,
     FOR UNITS TRANSITING OPAREA AORS  ***
FACSFAC JACKSONVILLE FL//GAAC//
AFWTF ROOSEVELT RQ PR//GAAC//
BT
UNCLAS  //N02410//
MSGID/GENADMIN/BARNACLE//
SUBJ/JTIDS-LINK 16 SCHEDULING COORDINATION REQUEST//
REF/A/GENADMIN/CINCLANTFLT/182140ZMAY98//
REF/B/GENADMIN/CNO/062110ZJAN98//
NARR/REF A IS INTERIM LANTFLT JTIDS-LINK 16 OPERATIONS GUIDANCE.
REF B IS INTERIM GUIDANCE FOR JTIDS OPERATIONS-CHANGE 1//
POC/SAILOR, J./LT-OPS/BARNACLE/(757) 444-1235/DSN: 444-1235//
RMKS/1. IAW REFS A AND B, REQ FOL:
A. OCE: USS BARNACLE
B. PARTICIPATING UNITS: USS BARNACLE
   MARINE AIR CONTROL SQUADRON 24
  (2) G2 AIRCRAFT
C. PURPOSE: TPS-59/SENSOR DATA REGISTRATION
D. OPAREA: W-386
E. COMEX/FINEX: 1100Z-0130Z 04-10 OCT 00
F. NETWORK: JNL 198/29A
G. TSDF: 18.38/5.38
H. JVOICE NOT REQUIRED (2.4KBS OR 16KBS JVOICE REQUIRED)
I. POWER OUT: NOT TO EXCEED 200 WATTS
J. STOP BUZZER: OSC(SW) HAZEGRAY, COMM: (757) 444-1234; DSN 444-
1234; INMARSAT: 123-4567; POTTS: 123-4567.//
BT
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APPENDIX G

SCHEDULING PRIORITIES

TAB A TO APPENDIX 24 TO ANNEX C TO CINCLANTFLT OPORDER 2000-FY SCHEDULING PRIORITIES

1. General. To provide an integrated employment list for the scheduling of Atlantic Fleet forces.

2. Situation. The demand for the services of Atlantic Fleet forces often exceeds the services available. The following priority list is provided as a guide for preparation of Atlantic Fleet employment schedules. This list is not intended to be all-inclusive and should be used for planning purposes only, exceptions can be made. Conflicts which cannot otherwise be resolved will be settled by CINCLANTFLT.

3. Execution

a. The following list provides an integrated employment for the scheduling of Atlantic Fleet forces:

(1) Deployments in support of national policy.

(a) Forward deployed forces in support of national and allied defense (NAVY - 56 days, AIR FORCE - 45 days or greater).

(b) Peacetime military presence in support of national policy.

(c) DOD missions associated with peacetime national security requirements (DOD manned space flights, NORAD active air defense, Open skies treaty events, TACMO, DASO, FCET).

(d) DOD/DOT law enforcement operations.

(2) Deployment Certification.

(a) DOD/DOT intermediate and advanced training/services to achieve deployment readiness for DOD/DOT units that deploy within 90 days (USACOM JTFEX SERIES, PMIT, COMPTUEX, INDEX, MSLX, NGFS QUALS, SUBMARINE POM CERT).

(b) Pre-deployment operational readiness inspections(ORI).

(3) Major Joint Exercises. Pre-deployment training.

(a) Catagory 2 joint training: Component interoperability training (US only).

(b) Category 3 Joint training: Joint training (US only).

(4) Inter-deployment training.

(a) DOD/DOT Training services to achieve deployment readiness status for units that deploy within 180 days.

(b) Final evaluation period (FEP).

(c) Tailored ships training availablity (TSTA I, II, III).

(d) INSURV and sea trials.

(e) USAF operational readiness exercise.

(f) Submarine PCO tactical operations certification.

(g) Submarine tactical readiness evaluation (TRE)

(5) Significant RDT&E program support for CNO and DOD PRI ONE projects.

(a) Service priority one RDT&E program support.

(b) Rocket missile testing.

(h) NASA unmanned system testing.

(6) Routine operations, exercises and training.

(a) Category 4 joint training: Multinational interoperability training.

(b) Category 5 joint training: Joint/Multinational training.

(c) Category 6 training: Interagency/Intergovernmental training.

(d) Integrated air wing combat and weapons training exercises(ready air crew program).

(e) Fleet refresher squadron training - USAF/ANG/USAFR fighter training units.

(f) DOD air combat training (BFM,ACM).

(g) Fleet carrier qualifications (CQ).

(h) Deck landing qualifications (DLQ).

(i) Service priority two RDT&E program support.

(j) Training necessary to maintain a deployable readiness status.

(k) SPECWAR/UDT/SEAL/RECON training.

(l) USAF/ANG/USAFR E-3 orbits/air refueling training not included in a higher priority.

(m) Pilot requalification and proficiency requirements.

(n) Submarine tactical development exercises (TACDEVEX).

(o) USAF/ANG simulated penetration air defense exercise (SPADE).

(p) Submarine sonar symposium.

(q) Submarine service weapons tests(SWT).

(r) Midshipman/Cadet orientation and training programs.

(s) School house training to achieve inital qualification for students(AIC/ASAC).

(7) Support services.

(a) Service priority three RDT&E program support.

(b) EWTGLANT NGFS training

(c) Port visits.

(d) Special interest groups.

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APPENDIX H

GLOSSARY

ACM - Air Combat Maneuvering. Simulated air combat between two or more aircraft involving dynamic, high performance maneuvering flight. Airspace will not be scheduled below 5,000 feet MSL in accordance with COMNAVAIRLANTINST 3710.47(Series) and U.S. Air Force Regulation 51-2 ACM: Rules of Engagement.

ACOA - Atlantic City Operating Area.

ADIZ - Air Defense Identification Zone. The area of airspace over land or water, extending upward from the surface, within which the ready identification, location, and control of aircraft are required in the interest of national security.

AEW - Airborne Early Warning. Air surveillance provided by aircraft with search and identification radar.

AGL - Altitude expressed in feet above ground level.

AIC - Air Intercept Control. Positive control of air assets for detection, identification, and interdiction of hostile aircraft. AIC involves continuous vectors by controllers for target engagement.

AIM - Airman's Information Manual.

ALTRV - Altitude Reservation. Airspace utilization under prescribed conditions normally employed for mass movement of aircraft and other special user requirements which cannot otherwise be accomplished. ALTRVs are approved by the appropriate FAA facility.

ARTCC - Air Route Traffic Control Center.

ARU - Airborne Radar Unit.

ASAC - Anti-Submarine Air Control - The direct control of Anti-Submarine assets (S-3, P-3, and Helicopters) for detection, tracking and destruction of enemy submarines.

ATC - Air Traffic Control.

ATCAA - Air Traffic Control Assigned Airspace. Airspace of defined horizontal and vertical limits, assigned by Air Traffic Control, for the purpose of separating certain military training activities from IFR traffic. ATCAAs are used for the development of proficiency in all phases of the intercept mission, both ground

and air components. Procedures governing operations within ATCAAs shall be specified in Letters of Agreement between local military authorities and the ATC facilities concerned.

BINGO - The fuel state at which an aircraft is required to proceed from its present position to the nearest suitable divert field. The aircraft is considered to be in an emergency fuel situation. An aircraft ordered to BINGO shall be instructed to SQUAWK Mode III Code 7700 and shall be instructed to switch to GIANT KILLER as soon as possible. The pilot shall provide GIANT KILLER with profile altitude, descent point and other pertinent information (type emergency, operational limitations, assistance required at destination).

CONTROLLED AIRSPACE - Airspace of defined dimensions designated as Continental Control Area, Control Area, Terminal Control Area or Transition Area, within which some or all aircraft may be subject to air traffic control.

CONTROLLING AGENCY - The FAA facility which may authorize transit through, or flight within, a Restricted/Warning Area in accordance with a joint use letter issued under FAR, part 73. Designation of the FAA as the controlling agency in Restricted and Warning airspace applies only in the period when the area is released to the FAA. Such designation does not negate, compromise or modify military control or use of the area.

CONTROLLING AUTHORITY - The organization or military command having jurisdiction over a given operating area and/or designated special use airspace requiring annual utilization reports in accordance with OPNAVINST 3770.2(Series).

CPA - Closest Point of Approach

CPOA - Cherry Point Operating Area

CQ - Carrier Qualifications

CTA - Control Area. Control Areas consist of the areas designated in FAR, part 71, subparagraphs B, C, E and J, but do not include the Continental Control Area. Unless otherwise directed, Control Areas include the airspace between a segment of a main VOR airway and its associated alternate segments with the vertical segment of the areas corresponding the vertical extent of the related segment of that airway.

DACT - Dissimilar Air Combat Training. ACM with more than one type of aircraft participating.

DMAHTC - Defense Mapping Agency Hydrographic and Topographic Center.

DME - Distance Measuring Equipment

DUE REGARD - A term indicating flight where the military aircraft commander accepts responsibility to separate his aircraft from all other air traffic.

EMERGENCY FUEL - Emergency fuel is an emergency situation where the pilot shall be given priority vectors to land as soon as possible.

EXCLUSIVE USE - An operating area or a portion thereof that is scheduled for the exclusive use by the assigned unit(s). No other units will be scheduled at the same time in the same area.

FAA - Federal Aviation Administration

FACTS - FACSFAC Air Control Tracking System. The FACTS system is an automated Air Traffic Control System consisting of processing units, displays, computer programs, remote radar sites and land lines that allow all warning area airspace from Cherry Point to Narragansett Bay to be controlled from a single site.

FIR - Flight Information Regions

FL - A level of constant atmospheric pressure related to a reference datum of 29.92 inches of mercury.

FLIP - Flight Information Publication

GCI - Ground Control Intercept. Similar to AIC, aircraft controlled exclusively from a ground site.

ICAO - International Civil Aviation Organization

IFR - Instrument Flight Rules. Rules governing procedures for conducting instrument flight. Also a term used by pilots and controllers to indicate type of flight plan (refer to AIM). (See also IMC, VFR, VMC).

IMC - Instrument Meteorological Conditions. Weather conditions expressed in terms of visibility, distance from cloud and ceiling less that the minima specified for visual meteorological conditions. (See also IFR, VFR, VMC).

IR - Instrument Flight Rules Route

ISE - Independent Steaming Exercise. Surface unit conducting independent internal exercises requiring no other restricting area clearances. ISEs are usually associated with transits through OPAREAS.

KTAS - Knots True Air Speed

LATR - Large Area Tracking Range

LOA - Letter of Agreement

LOI - Letter of Instruction

LPOD - Last Plane on Deck

LZT - Local Zone Time

MAG - Magnetic

MARSA - Military Assumes Responsibility for the Separation of Aircraft.

MCM - Mine Countermeasures. Operations by surface vessels or helicopters for locating, retrieving, and disabling mines. Usually conducted close to shore in shallow water.

MHA - Missile Hazard Area

MINIMUM FUEL - Aircraft fuel state dictates the pilot can accept no undue delay upon reaching his destination.

MLS - Military Liaison Specialist (works for FAA)

MOA - Military Operations Area.

MOS - Military Operations Specialist (works for FAA)

MRU - Military Radar Unit. Any fixed or mobile ground based unit under the operational jurisdiction of the military services excluding commissioned ATC facilities. Military Radar Units shall not provide ATC services.

MSL - Altitude expressed in feet above Mean Sea Level.

MTR - Military Training Routes

NBOA - Narragansett Bay Operating Area

NHK - Cherry Point Three Letter Identifier

NORAD - North American Aerospace Defense Command. NORAD forces are responsible for air defense, missile warning, limited damage to strategic retaliatory forces and command control and communications nodes, controlling access to North American airspace and defending against an atmospheric attack.

NOTAM - Notice To Airmen. Notice to aircraft issued as an advisory of potentially hazardous situations and changes to published procedures and/or facilities.

NOTMAR - Notice To Mariners. Notice to ships and submarines issued as an advisory of potentially hazardous operations. NOTMAR areas shall be promulgated 72 hours prior to hazardous operations.

OAC - Oceanic Airspace Coordinator

OCE - Officer Conducting Exercise.

OCEANIC AIRSPACE - Airspace which overlies the high seas and is within FIR/CTA boundaries.

OCEANIC CONTROL AIRSPACE - Airspace within oceanic airspace which is designated as controlled airspace (See Control Area).

OFFSHORE AIRSPACE - Airspace between the U.S. statutory limit and the Oceanic FIR/CTA boundary.

OTC - Officer in Tactical Command. Senior officer present eligible to assume command or the officer he has delegated tactical command.

PCA - Positive Control Airspace

PIM - Position of Intended Movement. Position of ship or submarine with regard to expected course and speed over a specific period of time.

PXOA - Patuxent River Operating Area

RCO - Range Control Officer

RPV - Remotely Piloted Vehicle

SAR - Search and Rescue

SCHEDULING AUTHORITY - The organization or military command having authority for scheduling a given operating area and/or special use airspace.

SEAC - Submarine Exercise Area Coordinator. The SEAC is charged with the responsibility of monitoring submerged interference with local fleet operating areas. The SEAC is also responsible for ensuring that the cognizant scheduling authorities are advised when submarine transit lanes are in use.

SOA - Special Operating Area. Airspace of defined dimensions within a Warning Area used for scheduling multiple operations hazardous to nonparticipants within that Warning Area.

SPECIAL USE AIRSPACE - Airspace of defined dimensions wherein activities must be confined because of their nature, and/or wherein limitations may be imposed upon aircraft operations that are not part of these activities.

SUBMARINE TRANSIT LANE - Area designated for submarines conducting training or operating, normally submerged below 98 feet depth.

SUBOA - Submarine Operating Area. Area designated for submarines conducting training or operations, consisting of area 98 feet below the surface to the bottom.

SUBOPAUTH - Submarine Operating Authority

SURFACE AREA - For the purpose of this manual, the surface of the ocean down to a depth of 98 feet.

SWAP - Severe Weather Avoidance Plan. A plan to reroute air traffic to avoid severe weather along the East Coast. Releasing Warning Area airspace to the FAA provides the least disruption to the ATC system when large portions of airspace are unusable due to weather.

TACTS - Tactical Air Combat Training System Range.

TAS - True Air Speed

TCA - Track Crossing Angle

TDS - Tactical Data System

TDU - Towed Dummy Unit

TRACON - Terminal Radar Approach Control. A TRACON is an FAA facility which provides radar services to specified military and civil airports. Additional services are available within airspace assigned to a TRACON (i.e., low altitude enroute, VFR advisories).

Vc - Rate closure

VCOA - Virginia Capes Operating Area

VDS - Variable Depth Sonar. Sonar transducer which can be towed behind or beneath a vessel at varying depths.

VFR - Visual Flight Rules. Rules that govern the procedures for conducting flight under visual conditions. The term VFR is also used to indicated weather conditions that are equal to or greater

than VFR minima requirements (refer to FAR part 91 and the Airman's Information Manual). (See also IFR, IMC, VMC).

VMC - Visual Meteorological Conditions. Weather conditions expressed in terms of visibility, distance from clouds and ceiling equal to or better than specified minima. (See also IFR, IMC, VFR).

VR - Visual Flight Rules Route

WARNING AREA - Airspace of defined dimensions outside of United States territorial waters in which exists a hazard to aircraft. Because Warning Areas are located over International Waters, flight within these areas is not legally restricted. However, pilots are advised to be aware of the activities conducted therein. Warning Area coordinates are set forth in DOD Information Publications, Planning Section II, FLIP AP/1A (Special Use Airspace).

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APPENDIX I

EFFECTIVE ALTITUDES OF WARNING AREAS

AREA	ALTITUDES
W-50 A-C	Surface to FL750.
W-72; AIR 1A-3E	Surface to Unlimited.
W-72 TACTS AIR 2A/2B	5K ft to Unlimited (lower upon request).
W-72 TACTS AIR 2A/3A	5K ft to Unlimited (lower upon request).
W-105 AIR A-H	Surface to FL500.
W-105B	Surface to, but not including FL180.
W-106 A	Surface to 3K ft.
W-106 B	Surface to 8K ft.
W-106 C	Surface to 10K ft.
W-106 D	Surface to, but not including 6K ft.
W-107 AIR A-E	Surface to unlimited.
W-107B	Surface to, but not including 2K ft.
W-107 CHARLIE	Surface to, but not including FL180.
W-110	Surface to FL230.
W-122 AIR 1-22	Surface to unlimited. Except Western/ Northwestern portion of air 15/16 SFC-FL230.
W-122 AIR 8	FL180 to unlimited. Air 8 SFC-17,999FT on real time recall with MCAS Cherry Point
W-386 AIR A-J	Surface to unlimited. AIR-A IS SFC-FL230 ONLY.
W-387 A	Surface to, but not including FL240.
W-387 B	FL240 to unlimited.
R-6606	Surface to FL510.

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APPENDIX J

FACILITY PHONE NUMBERS

DSN: 433-XXXX	Commercial: (757) 433-XXXX
Commanding Officer	433-1200
Executive Officer	433-1201
Administrative Officer	433-1206
Quarterdeck	433-2851
Admin Fax	433-1266
OPERATIONS DEPARTMENT	
Operations Officer	433-1217
Air Traffic Control Division	
Air Traffic Control Officer	433-1235
Air Traffic Control LCPO	433-1214
Air Traffic Control Training Chief	433-1295
Air Traffic Control Radar Branch Manager	433-1237
Air Traffic Control Facility Watch Supervisor	433-1230/1231
Operations Intelligence Division	
Operations Intelligence Officer/Missilex Coordinator	433-1203
OI Division LCPO/LPO	433-1203/1204
Area Coordinator	433-1320/1321/1322
Geographic Area Assignment Coordinator (GAAC)	433-1204
OI Division/Security Fax	433-1209
Schedules Division	
Schedules Officer	433-1219
Schedules Writers	433-1216/1218/ 1220/1299
Schedules Fax	433-2035
Target Schedule Coordinator	433-1221/1222
Oceanic Airspace Coordinator	433-1233/1234
Military Training Routes Scheduling/Briefing	433-1228/1323

ELECTRONICS MAINTENANCE DEPARTMENT

Electronics Maintenance Officer	433-1249
Electronics Maintenance LCPO	433-1293
Electronics Supervisor	433-1250
Electronics Technician	433-1251

AIRSPACE

Air Space Liaison Officer	433-1248
Air Space Liaison Chief	433-1225

Large Area Tracking Range(LATR)

NWAS OIC	433-1223
LATR OPS	433-1335
FAX	433-1334